



# messing about in **BOATS**

Volume 35 – Number 2

June 2017

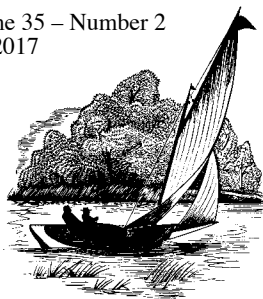
**Special Features This Issue**  
Outer Hebrides 2016 – ACA Looking Back in 1950  
Catboat Fever – Father to Daughter – The Life of Boats  
The Fishing & Coastal Craft of Ceylon  
The Sharpie Schooner *Mary Ann* – Four Bolger Sailing Dinghies



# messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

Volume 35 – Number 2  
June 2017



US subscription price is \$32 for one year. Canadian / overseas subscription prices are available upon request  
Address is 29 Burley St  
Wenham, MA 01984-1043  
Telephone is 978-774-0906  
There is no machine  
Editor and Publisher: Bob Hicks  
Magazine production: Roberta Freeman  
For subscription or circulation inquiries or problems, contact:  
**Jane Hicks at**  
**maib.office@gmail.com**



## Commentary...

Bob Hicks, Editor

Amongst the club journals and newsletters we have had exchange subscriptions with over the many years was that of The Historic Canoe and Kayak Association, a group based in the UK. Despite its geographical locus, it was edited by Tony Ford, an expat Britisher living in Germany. From time to time I found articles in it that I felt would be of interest to our readers and reprinted them with Tony's blessing.

As it arrived sporadically each year, more or less quarterly, it took a while for me to notice it was no longer arriving. Since we had continued sending monthly copies of *MAIB* to Tony I undertook to write to him inquiring into the matter. His response was to tell me that he had suffered serious health issues starting four years ago and also lost his wife of many years, so he had been unable to carry on what had obviously been a labor of love on behalf of his group.

Now at 80 years of age and coming out from under those crushing personal burdens, he also sent along a lengthy article (published in 1943) for us to enjoy about "The Fishing and Coastal Craft of Ceylon" (starting on page 34). While it could be argued that this was not really about canoes as we view them, the craft undeniably had many of the characteristics of the south seas canoes. It does offer a look into how indigenous populations around the world used available skills and materials to build useful small craft.

While I was 13 in 1943 and my world seemed quite modern, these boat builders of that time continued to use long practiced hand crafted techniques and locally available organic materials (woods) that to me would have seemed ancient, to build the boats they needed for their survival, chiefly for fishing. As an aside, do you suppose that at some future time all of us building boats of plywood and epoxy will be viewed as practicing an ancient craft?

Tony has promised us more, but in an entirely different context. He is selling his home in Germany and returning to England to be near his two daughters who have promised to look after him. He is moving aboard a 50'x7' "narrowboat (canal boat). He is no stranger to them, having started on the English canals about 70 years ago on a converted military pontoon but later decided that canoeing was more "up my street."

This move is requiring him to dispose of his lifetime collection of about 2,000 (yes, that's two thousand) canoeing and kayaking books and periodicals collected over 55 years, as the sad fact is that there is no room for them on his narrowboat. He suggests that he will be contributing an article "about the trials and tribulations of living aboard a narrow boat." Something new for us to look forward to from a guy who is certainly devoted to small boats.

Canoeing crops up elsewhere in this issue (starting on page 14) in another retrospective look back (to 1950) about the ACA, the American Canoe Association and its origins. This comes from another club newsletter, *Canoe Sailor*, reporting on the activities of the ACA's canoe sailing division as viewed in 1950. Marilyn Vogel is the editor and a lifetime canoe sailor, her work is another labor of love, typical of the efforts of so many club volunteers.

This article was of much interest to me when I learned how the ACA was formed when "in 1880, the canoeists who had formed the practice of vacationing in the Lake George Lake Champlain area of New York State, recognized the rising tide of interest in canoeing, and issued a "call" for a Convention of Canoeists." 1880, that's 137 years ago now, quite a while!

Canoeing today is still probably the most widespread and commonplace sort of small boating (possibly being overtaken with the proliferation of cheap small kayaks?) Wherever there's accessible (usually fresh) water, canoes can be found at summer camps, under porches, behind sheds, etc. Despite neglect they last for years and years. Like the current kayak explosion, most who paddle are not, in my view, really small boaters, I think of them as more like bicyclists.

We do have an ongoing place on our pages for those canoeists who are small boat folks, in which local Wooden Canoe Heritage Association Norumbega Chapter (eastern Massachusetts) spokesman, Steve Lapey, reports periodically on the ongoing building, restoration and paddling of these handmade boats indigenous to North America.

So many ways to play in this small boat game, all "grist for our mill" in our monthly efforts, again thanks to so many of you who contribute to this ongoing and apparently unending saga.

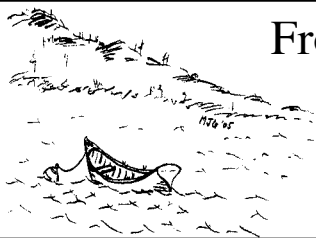
## In This Issue...

- 2 Commentary
- 3 From the Journals of Constant Waterman
- 4 You write to us about...
- 5 Dan's Adventure Cruises #5
- 6 CBMM
- 7 Meade Gougeon at 78
- 8 DCA: Outer Hebrides 2016
- 13 Handling the Lake Wind in Light Air
- 14 ACA: Looking Back in 1950
- 17 Meanderings
- 18 Over the Horizon
- 20 Catboat Fever
- 21 *Little Lagoda* to Set Sail
- 22 Dave Gentry Chuckanut 12 Build: Part 3
- 24 Father to Daughter
- 25 Mainsheet
- 26 A Modest Proposal
- 28 Another Year in Almostcanada
- 31 From the Tiki Hut
- 32 The (Unending) Search for the Bigger PocketShip
- 34 The Fishing and Coastal Craft of Ceylon
- 40 25 Years Ago in *MAIB*: The Sharpie Schooner *Mary Ann*
- 47 Bolger on Design: Five Bolger Sailing Dinghies
- 51 From the Lee Rail
- 52 Trade Directory
- 57 Classified Marketplace
- 59 Shiver Me Timbers

2 – Messing About in Boats, June 2017

## On the Cover...

Two British dinghy cruisers, Chris Best and Bridget Chadwick, finally embarked, after several earlier attempts, on a nine-day cruise around the west and north coasts of the Outer Hebrides islands off Scotland in their tiny dinghy cruiser, *Popeye*, camping aboard as they fulfilled a long held desire to experience this wonderful remote sailing area. Their story, reprinted from *Dinghy Cruising*, begins on page 8.



## From the Journals of Constant Waterman

By Matthew Goldman  
Constantwaterman.com

I have a confession to make: I love to sail. This wasn't always the case. Until I was nearly fifty years old, the thought of getting my feet wet sent me into the fetal position. I bathed only on alternate Wednesdays, and limited my ablutions to four drops of water on an otherwise dry lufa. On my fifty-third birthday, my two sons tossed me into a canoe, where I lay curled up and whimpering, while they paddled me down the river.

By age fifty-four, I had taken up daily washing, with reservations. The water mustn't come any closer than this, and there must be a heated towel within easy reach. One day, while I was tip toeing unadvisedly on a pier, looking away from the water, you understand, a young woman, she couldn't have been more than fifty, accosted me and asked me to help her rig the mast on her twenty-seven foot sloop. I closed my eyes and felt my way on board. I held my breath the whole twenty minutes it took to secure the shrouds. When I opened my eyes, we were fifty yards from the pier.

"I thought I'd reward you for helping me," she explained. "I'll take you for a short sail to Block Island."

I nearly choked on my tongue. "No!" I whispered vehemently. "I'm ssssscared to death of the water!"

"Nonsense!" she said. "Take off your shoes and relax."

Instead I began to gallop about the cockpit, waving my arms and crying for my mother. I inadvertently galloped into the tiller and flung the young woman half way over the coaming. The tiller went with her. The boat slewed about in a flying jibe, and the boom came whizzing right at me.

The next thing I remember, I was at the helm and having the time of my life. The young woman instructed me in the finer arts of helmsmanship as we flew towards Block Island with our rail seething through the foam. When I looked down, my shoes were full of water. I didn't care. I had this terrific knot on my head that didn't subside for days, but it scarcely hurt.

That was just the beginning of my notable sailing career. Since being struck on the head by that boom, I've owned fourteen different vessels, and have sailed as far as the wilds of Massachusetts. I would have picked up a mooring and maybe even ventured ashore, but the launch driver motored out to me and demanded I show him my passport. I presumed he was speaking English but at times I wasn't quite sure. Their language hasn't as many consonants in its alphabet as ours, and one of its vowels is pronounced in a way that the local sheep can't fail to understand it. I figured it was safer to remain aboard where I wouldn't be exposed to that local affliction the natives refer to as "chow-dah."

Nonetheless, I've had some memorable passages. On my very first sail single-handed I took some very elemental precautions. As soon as I'd cleared the breakwater at our harbor, I secured the tiller so I couldn't get into trouble. I sheeted the main as tight as I could and secured the jib sheet as well. My boat fell off the wind a couple of points and the jib attempted to cross from port to starboard. "Ah hah!" said I. "You won't get away with that!"

And so I remained hove to that whole afternoon, and slowly drifted with the tide until I wafted slowly into the harbor of the next town down the coast where the natives were friendly. I wafted gently up to a pier, put out my fenders and made fast for the night. I can't understand why people think sailing takes any particular skill. I dropped my sails and went ashore for a truly memorable meal at the local clam shack. The following day, I called a friend who helped me start my motor to clear the harbor. I hoisted my sails and made the four miles back to my mooring in just a bit less than two days.

Since then I've learned a lot about seamanship. I not only know how to splice the main brace but I know how to reef before my mast starts dipping into the water. I can program my GPS all by myself and know not to trouble the Coast Guard on channel sixteen when I'm out of coffee. Why they don't consider this an emergency I haven't the faintest idea. The bridge tenders don't seem to know about coffee shops either. Aside from that, and the fact that they can't explain why the Red Sox didn't win the pennant this season, I've always found them polite and well informed.

In a few more years, I hope to have acquired the knowledge and skill to circumnavigate the entire state of Connecticut single-handed. And after I have, I'll be sure to return and tell you all my adventures.



Family Owned  
& Operated  
since 1953

## Glen-L Marine Designs 60+ Years Serving Boatbuilders Worldwide

- 300 Exceptional Boat Designs
- Row/Power/Sail 5-ft. to 55-ft.
- SUP & Surfboard Kits
- Epoxy & Boatbuilding Supplies
- Underwater & Deck Hardware

Full-sized patterns & detailed phase-by-phase instructions enable anyone to build their dream boat!

### SPECIAL OFFER

- 288-page Book of Boat Designs
  - Free Dinghy Plans
  - Free Shipping
  - Free Supplies Brochure
  - \$9.95 Coupon off first order
- Send just \$9.95 to address below



*"Not in my wildest dreams could I imagine this when I started the boat"*  
—Bob

*I will NEVER build another boat unless it's a Glen-L design."* —Kevin



*"Your plans for the Amigo are remarkable. Very complete & accurate."*  
—Mark



Glen-L Marine • 9152 Rosecrans Avenue/MA •  
Bellflower, CA 90706 • 888-700-5007  
Online Catalog: [www.Glen-L.com/MA](http://www.Glen-L.com/MA)



# You write to us about...

## Adventures & Experiences...

### Canals a Big Part of His Boating

Canals have occupied a big part of my boating interest for many years. Whether kayak or cruiser, the slow pace and close quarters give us a chance to experience a great variety of places and meet some interesting people along the way. You can imagine my pleasure finding stories in *MAIB* about journeys on the Erie, the Caledonian, the Trent Severn and one of my favorites, the Rideau Canal. Thanks to all who have shared their adventures and to *MAIB* for providing many years of great armchair boating.

Bruce Bidwell, Narrowsburg, NY

### Headin' South

Got my new Suzui rigged, not many components on that mother that I even know what they are for. A far cry from the simplicity of a good working Evinrude two stroker. Thinking when the six-year warranty runs out that if I need any repair or service work the cheapest way out will be to scrap it and buy a new one. Good news is I prevailed and tapped the key and she started right up.

The *Bludgeon* wintered well. I was pleased that all the electrical components and switches worked perfectly. Not a bad feat considering she is now on her fourth engine in a year, after a load of wire tugging getting them removed and replaced. Drat, I spoke too soon. My anchor light is now permanently on. The switch will not turn it off. It is either a miracle or I have a short.

I blew the dust off my wallet and bought a new fish finder with GPS. That was not by choice. Seems I also got a little overzealous removing a few I had from leftover boats and kind of ripped the wires from the transducers. I see a common theme here. There is always a price to pay for yanking on wires on a boat.

My Vermont ranch has been sold and I'm going to hit Oriental, North Carolina, and thereabouts first, then I hope to shoot over to Knoxville and am even thinking of Florida, Englewood? No reason for any of them, just threw a dart. Going to stay in a hotel for a week or so at each place and then make a decision to rent a place to get to know the area and then look to buy. Looking for a ranch within easy bike riding distance of a place where I can keep my boat/boats. I would also like to find a garage so I can dink around on my boats without getting burned to a crisp.

I gave up all interest in the north as this winter was brutal. I also hooked my boat up to give my new Suzie a water test on April 15, went to Marshfield reservoir and to my horror it was still completely iced in. I felt like an ass but that, I figure, is why God makes 30 packs.

I also think of saying to hell with it and buying a rig like this (pictured) and just liv-

ing on that sucker. I love those old Marinette jobs but fear what looks an interesting idea now may prove to be extremely stupid over time. Still have a dream of doing the Intra-coastal when I get situated.

Johnny Mac, No Longer of VT



## Projects...

### Building the Summer Wind

A big day, April 1, as we pulled the Nutshell Pram off the molds and turned her upright for the first time.

Richard Honan, Winthrop, MA



## Information Wanted...

### Outboard Needed for Chase Boat

The Hull (Massachusetts) Lifesaving Museum needs an outboard motor for its chase boat. HLM runs youth and adult rowing programs throughout Boston Harbor and specifically from their boathouse on Windmill Point in Hull and from the Boston Rowing Center in Fort Point Channel. For nearly 40 years we have run rowing programs, providing water based activities and harbor access to thousands of area school youth and summer program participants. Our chase boat *Stevie Bob* is a 28' open launch which we received from MIT and provides us with a safety platform during youth rows and our Fort Point Channel livery program and provides towing capacity between our sites for races and group outings. It is an essential component of our maritime programs.

Recently our Johnson 225 outboard blew a cylinder and we have been told the cost of repair is not worth the cost of the motor. We are looking for a replacement. Since we routinely tow three or four of our Cornish Pilot Gigs, we need to keep some power capacity. We think we need something in the vicinity of a 180hp to 200hp that will pull the tows in roughish weather but won't strain itself in the process. We don't need speed, there'll be no waterskiing, but we need fuel efficiency and dependability at low to moderate rpms. We are looking for a dependable donation, not a project or a problem. We are rowers, not small engine mechanics.

If you have an engine and/or with an hydraulic steering system that you wish to donate, we are a 501(c)3 that can offer you a nice tax donation letter in exchange. Reach out to us with your info. Even better, come down to the Boston Rowing Center on the floats of the Barking Crab restaurant on Fort Point Channel in Boston and take a spin in a classic peapod and watch tomorrow's rowers today.

Ed McCabe and Michael DeKoster, Hull Lifesaving Museum, Hull, MA, [info@bostonrowingcenter.org](mailto:info@bostonrowingcenter.org)



## Dan's Adventure Cruises #5

August 4-7, 2017, Second Annual "Howl at the Moon Cruise," Priest Lake, Idaho

By Dan Rogers

This will be my fifth or sixth group cruise to Priest Lake in the past several years. The common refrain is always, "Wow, I've just gotta come back here. This place is awesome!" This trip is loosely arranged around the full moon and the possibility of being in the right spot at the right time to photograph the moon backlighting Chimney Rock along the spine of the Selkirk range east of the lake. Maybe this year. Maybe not. Illustrated with pictures from last year's cruise, the idea is to wend our way from one end to the other and back. There are beaches and camp sites all over the place. This should be a popular trip. Plenty of room for everybody.



### Wooden Canoe Heritage Association



Join the Wooden Canoe Heritage Association today and receive six issues of *Wooden Canoe*, the full-color journal of the WCHA. Other benefits of membership include local and national events throughout Canada and the United States, on-line research and repair help, and wooden canoe-themed merchandise.

[www.WCHA.org](http://www.WCHA.org)  
603-323-8992

### SHAW & TENNEY

MAINE CRAFTED SINCE 1858



Makers of the world's finest  
wooden oars and paddles.

Gear and Hardgoods for Life on the Water  
800-240-4867 • [SHAWANDTENNEY.COM](http://SHAWANDTENNEY.COM)

Wooden classics, vintage racers and other antique and Chesapeake Bay related boats are coming to the Chesapeake Bay Maritime Museum June 16-18 for the 30th Annual Antique & Classic Boat Festival and the Arts at Navy Point in St Michaels, Maryland. Hosted by the Chesapeake Bay Chapter of the Antique & Classic Boat Society, this Father's Day weekend event brings a sense of nostalgia to the Miles River and CBMM's docks and campus, drawing some of the area's finest classic boats, nautical and maritime treasures, entertainment, food and libations to this waterfront festival.

"With a juried competition among entrants for best restored and preserved boats, this festival attracts the best of the best when it comes to classic and antique boats," commented ACBS Chesapeake Bay Chapter Festival Chairman Bob Hamilton. "And with this year celebrating our 30<sup>th</sup> year with the festival, guests will have a great opportunity to see some incredible boats this Father's Day weekend."

The show attracts the finest runabouts including race boats, work boats, launches, hydroplanes and utilities. ChrisCraft, Trumpy, Gar Wood, Donzi and Lyman are among some of the boats represented.

This year's festival will feature a selection of sailing log canoes on land and in the water. A regional adaptation of the traditional Indian dugout canoes, log canoes were used from the 18th through the 20th century as all purpose Chesapeake craft to harvest oysters, transport goods and to get people from place to place. A small fleet continues, including CBMM's *Flying Cloud*, *Edmee S.*, *Marianne* and *Bufflehead*, with many seen today along the Chesapeake's Chester, Miles and Tred Avon Rivers during highly competitive sailing races each summer and fall. With tall masts and large sails, these boats keep upright as they accelerate to speeds of 10 knots or more with crew members climbing to the ends of 15' boards placed perpendicular to the boat itself.



## 30<sup>th</sup> Annual Antique & Classic Boat Festival

Workshops and seminars, building demonstrations, family activities and a nautical flea market will be available throughout the weekend. Saturday's seminars will feature informative presentations on marine topics, headlined by the Honorable John C. North II's presentation on log canoes.

Children's activities include boat building craft projects and the Hagerty Insurance Marine Youth Judging program where youth learn about the award winning qualities of preserved and restored classic boats. Along the Fogg's Landing side of CBMM's campus, the festival's Field of Dreams features an array of restorable classic boats and motors along with other items in a nautical flea market sale.

Visitors can also watch the log hull restoration of the 1889 bugeye *Edna E. Lockwood* now underway in CBMM's boatyard. Scenic river cruises aboard CBMM's 1920 buyboat *Winnie Estelle* will be offered throughout the festival with boat rides and food an additional cost. For more information visit [bit.ly/boatfestival17](http://bit.ly/boatfestival17) or call (410) 745-2916.

## CBMM Draketail Project Wrapping Up

Boatyard Program Manager Jenn Kuhn reports work continues in the boatshop on the construction of the 25' draketail *Pintail*. Construction began mid January 2016 through CBMM's Apprentice for a Day public boat-building program with an early summer splash now anticipated. *Pintail's* white oak duck walk, sapele coaming, sassafras oiled floorboards, marine plywood battery box and mahogany seats have been constructed and installed by AFAD and Family Boatshop participants.

Her two cylinder Yanmar Diesel engine has been set in place awaiting the construction of the engine box, electronics panel, steering gear and systems hook up. She has multiple coats of Z-spar Captains varnish on the rails and Marshalls Cove white semi gloss oil based paint on the top sides and decks.



Setting the two cylinder Yanmar diesel engine in *Pintail*.

Checking the varnish on *Pintail*.



*Pintail* is available for purchase with proceeds supporting the education, restoration and exhibition programs of the non profit museum. For more information about programs and the purchase of *Pintail*, contact Jenn Kuhn at (410) 745-4980 or [jkuhn@cbmm.org](mailto:jkuhn@cbmm.org). See more photos of the project at [bit.ly/CBMMPinTail](http://bit.ly/CBMMPinTail).





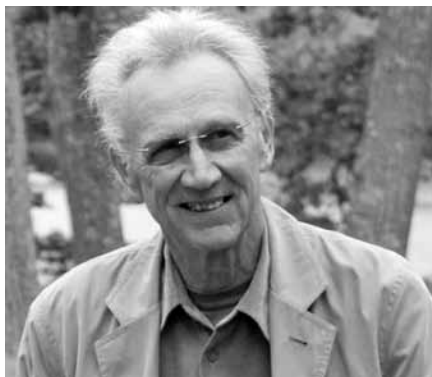
Meade Gougeon, aboard his outrigger sail canoe *Elderly Care*, placed second in his class in the Everglades Challenge on March 10. The 2017 Everglades Challenge may have been the toughest in 15 years. Meade described it as “three days of high winds, headwinds and rough seas. It was wet and bumpy.” More than half of the 108-boat fleet dropped out with just 51 entrants making it across the finish line ahead of the eight day time limit.

The grueling 300-mile race is sponsored by the Watertribe organization and forbids the use of motors. All race vessels must be either wind or human powered. Competing boats must be entirely self sufficient, carrying their own safety gear, food and water which may be supplemented only by what racers can buy along the way. Support crews are not allowed.

Meade finished second in Class 3 Sailing Canoes. He placed fifth among the single-handed racers and was 13th to finish overall. At age 78 he was also the oldest challenger to finish the race. Everyone who enters the Everglades Challenge must take a tribal name. Meade’s is “Sawhorse.”

To qualify for the Sailing Canoe class a vessel must be narrow enough to fit up a creek. The 15’ *Elderly Care* is stabilized with outriggers that can be easily removed and stowed. It features a comfortable chair

## Meade Gougeon at 78 Still Going for It



which reclines into a bed. The boat also has a built-in tent arrangement that provides shelter from the elements and for sleeping.

“The boat saved my bacon in a whole lot of ways,” Meade said. These included the tent setup. He hauled *Elderly Care* ashore at dusk each night and slept under the boat’s tent, getting back in the water around 7am.

“The boat is so fast that it allowed me enough time to sleep. My competitors would pass me in the night but I’d catch up and pass

them in the daytime. At the end of the race I wasn’t sleep deprived like the rest of the finishers,” Meade said.

Meade Gougeon is the founder of Gougeon Brothers, Inc, manufacturer of WEST SYSTEM and PRO-SET Epoxies in Bay City, Michigan. He has competed in The Everglades Challenge most years since 2010 and also placed first in his class in 2014.

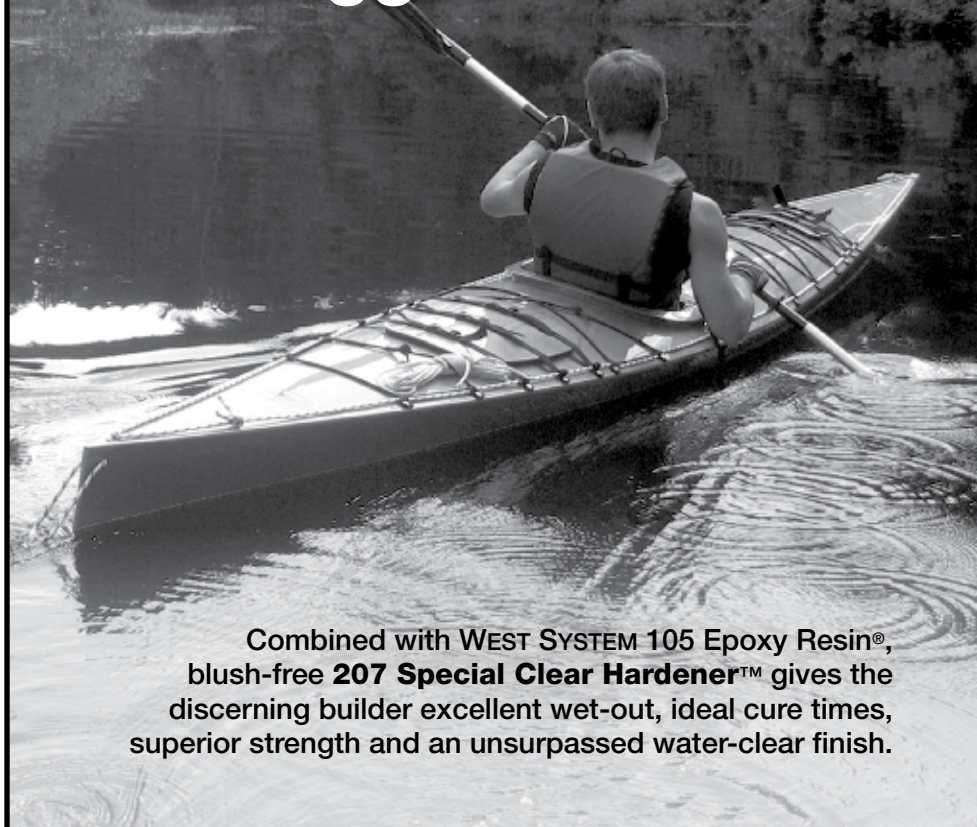


(Photo Credits: Elderly Care, Paula Martel; Meade Gougeon, Gougeon Brothers, Inc)

 EPOXYWORKS.

VIEW OUR EPOXY MAGAZINE ONLINE

# Rugged. Beautiful.



Combined with WEST SYSTEM 105 Epoxy Resin®, blush-free **207 Special Clear Hardener™** gives the discerning builder excellent wet-out, ideal cure times, superior strength and an unsurpassed water-clear finish.



**WEST  
SYSTEM®**

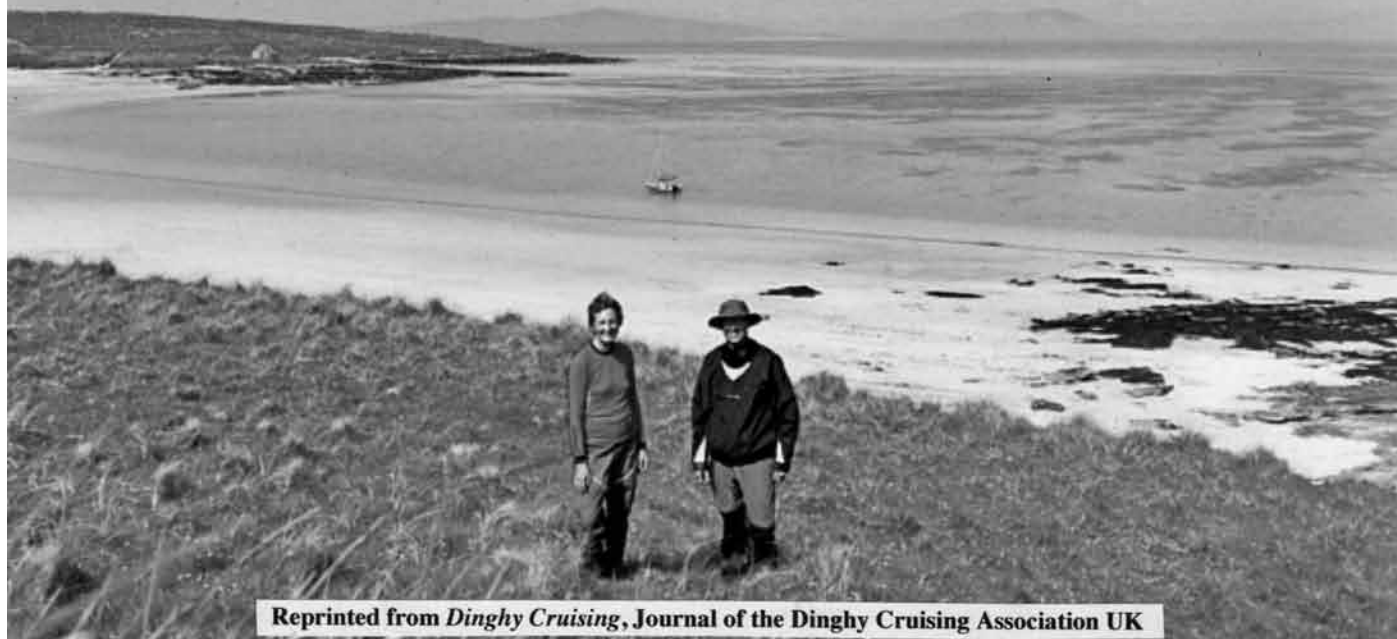
**866-937-8797**

**[www.westsystem.com](http://www.westsystem.com)**

# Outer Hebrides 2016

Chris Best and Bridget Chadwick

Cruise Log of *Popeye*, a Laser Stratos Keel



Reprinted from *Dinghy Cruising*, Journal of the Dinghy Cruising Association UK

I WAS FIRST INVITED TO CREW on a trip to Scotland with Chris four years ago when we rented a cottage in Tobermory on Mull and day-sailed to Fingal's cave, the Treshnish Isles, Coll, Muck, Eigg and around the Morvern Peninsula ... and from then on I've been hooked on the amazing Western Isles. I well remember the gorgeous sunny day we sailed to Coll – which was sitting on the horizon with a white cloud above it indicating its presence – and seeing still further out on the ocean more misty blue islands tantalizing with their beautiful remoteness. This was my introduction to the Outer Hebrides.

So since 2012 we have had a trip in *Popeye* each year, circumnavigating Jura, going through the Corryvreckan whirlpool (at slack tide), playing in some of the amazing tidal races and last year circumnavigating Skye. We had become frustrated with the limitations of day-sailing from a shore base and gradually introduced one and then two nights' cooking and sleeping on *Popeye* so increasing our range and making it possible to choose the best destination for the weather conditions – there being no shortage of wonderful places to visit in all directions – and making for the best sailing.

This culminated in 5 continuous days on board *Popeye* for the Skye trip which was half the time we had prepared for but predicted storms forced us to miss out Canna and

---

On the island of Boreray, off the west coast of Benbécula

---

other planned-for stops en route. While going around the West and North coast the Outer Hebrides and the Shiant Islands were again beckoning on the horizon.

At last in 2016, at the third attempt and after dreaming about the Shiant Islands, St. Kilda and all the wonders between them, *Popeye* was on her way to those remotest islands provisioned for 12 days so that we only needed to replenish fuel and water on occasion. Having suffered the coldest spring in 30 years going round Skye in 2015, and camping at our launch site between the storms, we decided to pay for a decent base apartment in Lochmaddy on North Uist this year, knowing the kind of weather you had to be prepared for in the Outer Hebrides.

We trailered *Popeye* from Suffolk and across Skye, arriving after two days by ferry at Lochmaddy, late on Friday 3rd June. We took Saturday to rig and launch *Popeye* at high tide on the Uist Boat Club slipway next to the Taigh Chearsabhagh Museum in Lochmaddy and then checked out the facilities at the new marina there (no slipway). We also investigated a fisherman's slipway at Griminish on the West coast of N Uist to which we planned to retreat in case we found ourselves unable to return through the Sound of Harris if the weather 'out west' should catch us out. Finally, after reassuring my husband and Chris's wife that all was perfectly prepared



to the Island of Taransay situated 3 miles off the West coast of Harris. We arrived on the South Beach in Loch na h'Uidhe at 4.45pm and had a walk on the deserted Island across the isthmus to the north beach before anchoring in the bay at about 18:00 for the night. We enjoyed a beautiful warm sunny evening and steak and kidney for supper.

29.7 miles, max speed 8.8mph with gennaker up early in the Sound

**Monday 6th**

**Sunny all day. Variable 0-3**

Woken early by a very noisy Arctic Tern which had landed on *Popeye*!

and the forecast was looking good, we were ready for off!

**Sunday 5th June**

High cloud, then sun. N 3, then W 0-1

We left Lochmaddy on North Uist at 09:10 heading North to the Sound of Harris 10 miles up the coast. For the first hour and a half the tide was slack, but with a light wind progress was slow and eventually we were beating against the tide. We used the motor to ensure we caught the last of the ebb flowing west through the Sound.

We sailed for part of the way through the Sound and used the new gennaker for the first time. Then there was a period of flat calm during which we heard numerous seals singing, Gannets diving at high speed making a loud crack as they entered the water, Terns fishing, and Guillemots bobbing around. On the rocks we saw



a number of colonies of shags. There were dramatic views of the mountains all around and some lovely looking beaches.

After the Sound we sailed north

We left our delightful anchorage at 09:15 and part sailed part drifted into the Sound of Taransay. At the entrance to the bay we passed what looked like two habitable buildings, possibly used by the Castaway 2000 group who lived on the Island self sufficient for the year. We had a close encounter with the sandy beach that extended a remarkably long way into the Sound.

Beating our way up the East coast Bridget spotted an otter which proved very camera shy. The wind died as we were crossing West Loch Tarbert so we had lunch. When the wind returned we beat towards Hushinish Point where we saw a dolphin. Once round the Point we entered Caolas Scarp, a blue lagoon-like stretch of water between Lewis and the Island of Scarp. The crystal clear shallow waters and extensive sandy beach





June 7th



with a stunning backdrop of the Lewis mountains made a very tempting anchorage.

However the tide seemed rather strong so we decided to look for somewhere more protected. We found an inlet on the north extremity of Scarp where we dropped anchor at 19:00.

**25 miles, max speed 6.9 mph**

#### **Tuesday 7th June**

**Bright start, mostly cloudy and some drizzle. Wind variable 0 to 3**

In view of the weather conditions we decided to return to West Loch Tarbert, eventually leaving at 10.20. Rounding Hushinish Point we were approached by two white-beaked dolphins who seemed to come and check us out before resuming their original course. We sailed along the North coast in West Loch Tarbert exploring Loch Leosavay on the way and passing the two Soay islands. We went ashore at the marine farm jetty in Loch Bun to replenish our water and petrol supplies and enjoyed a walk up the hill to the petrol station and an ice cream. A friendly fisherman at the jetty allowed us to fill our water container in their cabin. Afterwards in light drizzle and no wind we gently motored back to Taransay where we'd been two nights previously. Crossing West Loch Tarbert we had to go slowly and eventually stop to sort out a problem with the Navionics charting software for which

motored the 7 mile stretch to the Sound of Harris which we eventually crossed in a Force 2 with the gennaker up. While sailing across we were accompanied by some dolphins and managed to photograph some gannets. There was also the sound of seals singing again as there tended to be on most days. We passed slowly through the Sound of Pabbay which was very shallow – down to a metre in places – and arrived at our destination of Boreray at 15:30 just as the sun came out and the wind kicked in! We enjoyed a walk to the high point of the island, which afforded panoramic views of the surrounding islands and their numerous white sandy beaches.

After having a cup of tea on the beach we were greeted by the sole

June 8th



we needed the mobile phone signal that was present there and not in the Sound of Taransay. We anchored at 6.35pm and were then treated to a beautiful sunset.

**28.5 miles, max speed 7.5 mph**

#### **Wednesday 8th June**

**Very misty start then cloudy, coming out sunny mid pm onwards. Wind W 0 - 3.**

Awoke to a blanket of mist such that we could barely see the other yacht in our anchorage so we took our time prior to departing at 11:00 when the mist had lifted sufficiently to make it safe to sail. Given so little wind again we had decided to take the opportunity to explore the usually inaccessible and very dangerous West coastline of North Uist. We

resident Gerry, who kindly offered to fill our water container. We anchored off the beach and had our supper and then moved 2 miles to a more sheltered anchorage behind the island of Lingay, where we dropped the anchor at 20.50.

**19 miles, max speed 7.8 mph**

#### **Thursday 9th June**

**Sunny all day, Wind variable, 0-4**

After finding that the forecast had changed overnight we had to be prepared to return to Lochmaddy next day. We therefore decided to explore more of the many islands in and around the Sound of Harris and set off at 10:30am towards Berneray, travelling along the 4-mile West coast of endless sand dunes. We had the fastest sail of the trip so far with the

June 9th



gennaker up. Off the NW coast of Bernaray we entered the notoriously dangerous Cope Passage which frequently consists of heavy breakers and shifting sand banks but was today in benign mood. We crossed the Passage to Killegray where we had lunch on the island and climbed to the cairn at its peak which gave spectacular panoramic views over the whole of the Sound.

As the tide was dropping we were keen to get round the west coast of the island before that route dried. This took us into Caolas Skaari between Killegray and Ensay which has 5-knot streams at springs and is strewn with rocks and changes in both course and depth. We concentrated very hard throughout this 4-mile passage until we arrived at the anchorage of Groay. Here we relaxed with a cup of tea next to a fish farm but were soaked by the waves created by a rib with workers leaving the farm and giving us a friendly wave! We then headed south in the Sound to the Hermetray group of islands where we eventually found a delightful anchorage in the very peaceful Calm Bay in the NE tip of North Uist at 18:00.

22.1 miles, max speed 9.1mph  
under gennaker

#### Friday 10th June

Cloudy, NE 2-4

We took our time getting forecasts and decided to try sailing up the East coast of Harris to East Loch Tarbert. We set off in colder weather at 10.30, leaving Hermetray to port. We entered the Little Minch where we hoped we could beat to our destination in one tack. The weather

was very different to what we were used to with rain over the mountains of Harris and Lewis. We were very pleased to see some puffins and there were several gannets both sitting on the water and flying past us. Shortly after midday it became apparent that conditions were not suitable to reach our destination so we hove to and had lunch. Then we turned south and had a pleasant sail, finally returning under motor to Lochmaddy at 15:00.

22.2 miles, max speed 13.2 mph  
under motor while surfing!

#### Saturday 11th June

A bad weather day spent in Lochmaddy. We saw yachts returning from the first-ever St Kilda Challenge race and spoke to a number of competitors as we were making a repair to our mainsail which had been coming out of the track at the top of the mast – making it impossible to

reef from a full main without lowering the sail completely first.

#### Sunday 12th June

Cloudy with rare sunny intervals,  
Wind E 0-3

We left Lochmaddy at 10:40 and as we were head to wind coming out of the bay we decided to motor into the Minch. Given that our wish was to get to at least East Loch Tarbert 30 miles away we decided to continue motoring for about the first third of the trip to make the most of the tide. However the wind gradually died and we found ourselves motoring for the rest of the day. We then realised we had an opportunity to visit the Shiantis. Although this would make it a long day, it had been a long-held ambition to go, often prevented by the dangers of the Minch, and we finally made it. The Shiantis are a stunningly majestic group of islands with basalt rock formations which are also found on Staffa and the Giant's Causeway in Northern Ireland.

Neither of us had ever seen such a mass of bird life such that the sky and sea were full of them as well as the cliffs and rockfalls. We also saw an eagle being chased off the north cliffs.

We left the Shiantis at about 17:30 and continued motoring to East Loch Tarbert, where we found a snug little anchorage in Plocrapool Bay at 19:30.

55 miles

June 10th





June 12th

the track and was resisting our efforts to pull it down! We motored gently down to the Sound of Harris deliberating the forecast as strong winds were due in about 24 hours. We decided to spend one last night afloat and returned to Calm Bay back on North Uist, arriving at 6.15pm.

#### Tuesday 14th June

Rain mist and cloud followed by sun,  
Wind NE 0 rising to 5

We left Calm Bay after it stopped raining at about 10:00. Progress was slow due to lack of wind but we enjoyed watching a gannet drifting alongside us. We sailed on a broad reach towards Skye until we could no longer see land for the mist, then gybed onto a starboard broad

#### Monday 13th June

Rain then cloud then sun, Wind  
SW 0-2

Rain until mid-morning meant we took our time over breakfast and getting ready to sail, and we eventually left our anchorage under sail at 11am. We sailed round Gloraig Dubh into Braigh Mor and headed out into the Minch. East Loch Tarbert is very big and it would have been nice to explore it but with very light winds and at least 25 miles ahead of us we couldn't spare the time. Once in the Minch we found our progress dropped away completely and we had to continue under motor. After 5 miles we were opposite Loch Stockinish and were able to sail for a few more miles until the wind died again. On attempting to drop the mainsail we had great difficulty because it had slightly come out of



June 13th



reach which took us into Lochmaddy harbour. By this time the wind had increased to Force 4 so we decided to explore Loch Portrain off the NW corner of Lochmaddy where we anchored for lunch in beautiful sunshine.

Returning to the harbour where we were going to get *Popeye* out of the water we had a last fling around the bay enjoying the best wind of our trip!

Total distance covered was 240 miles and, with such light winds for the fortnight, maximum speed was under motor! BC



One of the joys of a sailing canoe is slicing through the water in light air when larger, heavier sailboats barely move. However, we risk getting stalled and tricked in shifty winds. The thought of getting caught in "dead air" can induce panic and fear of heat stroke! Nor is sailing backwards any fun, especially near the dam at Lake Sebago. Gliding downwind may be smooth going until an accidental jibe wakes you up. Indeed, Chuck Sutherland fell asleep this way, lost his balance and tipped over with barely any wind! Luffing in light air, stalling in a wind shift and trouble turning into the wind are other challenges of light air lake sailing.

The funny thing about sailing is that our energy supply is invisible! Ask a motor boater when you're tacking and they'll say, "How do I know where you are going?" A funny thing about lake sailing is that it drives offshore sailors crazy.

Each small lake has its own prevailing winds. One lake where we used to sail had a downdraft of wind in the center and we looked for the concentric circles to find the wind or we just followed Pete. Lake Sebago has hills and coves, sailors there are expert at finding their wind. On one part of the lake you sail from one cove to the next cove. I was racing along smoothly when an invisible wall

## Handling the Lake Wind in Light Air

By Marilvn Vogel  
Reprinted from *Canoe Sailor*  
Newsletter of ACA Canoe Sailing

of wind suddenly fouled me, forcing me to find another route. Stalling in a crosswind requires an ability to shift quickly but you need to find the wind.

Our invisible power supply is our Common Denominator, no matter what boat you are sailing! It seems that the difference between a cruising sailor and a racing sailor, between a winning racer and slower racer can be an awareness of the wind direction. To be in the right place at the right time may be luck or may be observation. Turning into the wind is complicated if you can't find it!

A weather forecast or a nearby anemometer may not help as the wind changes direction and velocity throughout the day. Air masses, fronts or a storm wind may sneak in. The lake wind is influenced by the trees, hills, i.e., the geographical setting. A puff or gust

may even be due to temperature changes. Getting to the finish line when the wind died was no problem for champion Jim Bowman. He found a little puff of wind and followed it to the committee boat and finished while we sat waiting for wind.

At New York's Lake Sebago, sailors fine tune their every move in the light, fickle air. At Union Lake, with a flat shoreline unobstructed from Delaware Bay, wind goes up and down the long, narrow lake. But if you are looking from a cove can you see the actual sailing area? In New Jersey, Round Valley Reservoir deceives many because the shore is calm but the deep valley of water can have sudden powerful wind well known for tipping boats over.

The best preparation is a wind indicator or telltale on your (or neighboring boat) sail canoe. Bob Halsey used to tell Chuck, "I can keep up with you as long as I can see your feather!" Some swear by a feather, store-bought indicator, audio tape or a string hanging on a bicycle spoke or stick and on the sail. Observing flags, clouds, knowing the prevailing wind may save you! Be aware, the only constant thing about wind is change! Or just whistle and wait a minute. Then trim the sail accordingly and gain speed!



## Handling Cape Cod Wind in Light Air

Beetle Cat Fleet Becalmed





In London in the 1870s, John MacGregor published a famous series of books, known as the Rob Roy books, in which he describes his solo voyages on the Baltic and Red Seas and on the Jordan and Nile Rivers and on the Sea of Galilee in a 10' canoe using a double paddle. These stories aroused great interest among vacationists, particularly among city doctors and lawyers who found this new type of craft, which could be paddled or sailed, just what they wanted for recreation and exercise.

Immediately American sportsmen became enthusiastic. Nathaniel H. Bishop published his *Voyage of the Paper Canoe* in 1878, it being the account of a geographical journey of 2500 miles from Quebec to the Gulf of Mexico in a paper canoe built up of layers of heavy paper. The sport took hold quickly and all lakes and rivers soon were dotted with canoes equipped for sailing yet small enough to be paddle. Soon cruises by canoe became a general vacation sport among individualists who preferred to do their own paddling, as distinguished from those who went on hunting or fishing trips with guides to propel them.

In 1880 the canoeists who had formed the practice of vacationing in the Lake George/Lake Champlain area of New York State recognized the rising tide of interest in canoeing and issued a "call" for a Convention of Canoeists. The direct result of this convention, which was held at Crosbyside, Lake George, was the organization of the American Canoe Association by 25 charter members, among them the Hon Nicholas Longworth, Judge of Cincinnati and father of the late Nicholas Longworth who, for six years, was Speaker of the House of Representatives.

Inspired, too, by the Rob Roy books, canoe clubs had sprung up in various parts of the country and the members of these clubs had developed a great variety of different types of canoes, mostly patterned, however, according to the English "Rob Roy" and "Nautilus" designs, all wood canoes. These two canoes, plus the Canadian wooden canoe modeled after the Indian birchbark canoe, were blended to create the type of American canoes existing at the time of the Charter Convention at Lake George in 1880. Such variations as were made upon this design were largely concessions to special conditions prevailing in different sections of our large country.

Canoe cruising in 1888.



## Looking Back in 1950

Reprinted from *Canoe Sailor*  
Newsletter of ACA Canoe Sailing  
Editor Marilyn Vogel

The various models were christened with such romantic names as *Traveler*, *St Paul*, *Stella Maria*, *Shadow*, *Princess*, *Grayling*, *Ellard*, all of which were sailing paddling canoes. Out of these developments it was only natural that a good many of the changes made should have been purely experimental improvements upon English canoes put forward by amateur designers, each one of whom made extravagant claims for his model's superiority when the canoeists had their first organization meeting. Competitive trials to determine the correctness of the claims were a natural evolution of these contentions. Thus sailing and paddling races date from the very beginning of the ACA history.

Since 1881, the year of the ACA's first annual meeting, the Association has devoted most of its time to sailing and paddling races upon national and international lines. These "meets" and the attendant races are directly responsible for the development of the modern racing, sailing and paddling canoes and the standards and rules under which they were maintained. Split second emergencies of any kind in intense competition virtually force contestants to invent all sorts of devices for the improvement of speed and operating efficiency.

And the history of the Association is filled with names of ingenious inventors who have contributed to the design, mechanics and methods of use of the present racing canoes. Paul Butler, for one, was a man whose ingenuity conquered his physical shortcomings. Being small and very light, he experienced considerable difficulty in staying with his sailing canoe when it heeled over in a stiff breeze. To overcome this, he invented the sliding seat by which he could slide out over the side of the canoe and hold it down with the leverage of an off balanced seat. His invention is now in general use in this country and in England.

Leo Friede sailing *Mermaid*.



Again, the invention of the self bailing cockpit permits the victim of an upset to quickly right his canoe and continue in the race with but a slight loss in time. A false waterproof floor level with the top of the centerboard well sheds all water down the well so that the canoe is quickly dry and, except for the weight of the water on the sails which momentarily makes the craft a bit top heavy, an upset during a race is no longer serious.

Not only have American members contributed their ideas to the development of special racing canoes, but Baden Powell, Uffa Fox and Roger DeQuincy of England have likewise added their technical skill in sailing and designing a boat that, for the present at least, is quite perfect.

During the early years of the Association a great variety of experimental designs for racing paddling canoes were brought forward, some of them extreme needle racing shells 20' long and 18" wide intended as surprise entries in the paddling races. The ACA met the situation by establishing a standard racing paddling canoe 16' long, 30" wide and having a weight limit of not less than 45lbs. These specifications are now standard in the United States and Canada.

Around 1910 the American Canoe Association shared its prestige and importance with another canoe association known as the Middle States Canoe Association which controlled canoe activities around Philadelphia and Washington. To a lesser extent an Eastern Canoe Association controlling canoeing in New England also shared in the activities of the ACA. Prior to the Olympic Games in Paris in 1920 the International Canoe Federation requested American canoeists to assist them in trying to interest Olympic officials to enter canoe races on the official Olympic games schedules.

The Middle States Canoe Association sent a selected team of canoeists to Paris at their own expense to help put on this international canoe demonstration which was the direct influence toward the recognition of canoe racing as an international activity. The American Canoe Association, however, affiliated itself with the Amateur Athletic Union and through them with the American Olympic Committee and the International Canoe Federation.

This caused the eventual consolidation of the three associations into on the American Canoe Association which is now the sole official controlling body of competitive canoeing in the United States, being so recognized by the AAU, the United States Olympic Association, the International Canoe Federation, the Boy Scouts of America, the Girl Scouts, Inc, the American Red Cross and other organizations such as the YMCA and YWCA who have canoe activities at their summer camps. For that reason, while there may be numerous independent canoeing regattas at summer resorts, camps or boat clubs, unless they are sanctioned by and held according to the rules of the ACA they have no official rating, any more than track meets, golf or tennis tournaments would have official standing unless held under the jurisdiction of their respective controlling bodies.

The annual "meets" of the Association following the initial convention were held at various points in the United States and Canada, seven different locations in the Thousand Islands, St Lawrence River, three different locations at Lake George, New York, three on Lake Champlain, both on the New York and Vermont sides, two on different



lakes in Ontario and at Peconic Bay, Long Island, New York, Croton Point on the Hudson River and at Chatham, Cape, Cod, Massachusetts, in 1902.



Commodores of the ACA at the Annual Meet.

But by this time, with the Association 20 years old, it was beginning to be too costly to erect new tent floors, store and mess, etc, for a short one time "meet.. This, combined with the fact of growing resentment in the Western Division that felt that it was being outvoted in favor of eastern locations in the selection of places for the annual meet and had formed the Western Canoe Association (holding its own meets on sites in Michigan, Illinois and Ohio) made the Association consider acquiring and owning a permanent camp. (The life of the Western Canoe Association was of short duration.)

Sugar Island, near Gananoque, Ontario in the western St Lawrence River Thousand Islands region was found to be a compromise central location as well as an ideal camp location and, starting with 1903 the meets, but with one exception, have been held there ever since. It has a permanent ice house, camp store and mess house. ACA members are at liberty to camp there at all times of the year. It is there that the International Regattas are held each year during the August general "meets," bringing together the strongest competition produced in this country and in Canada. Individual divisions of the Association also have their own camps for recreation, the Eastern Division owning Drake Island in Lake Quinsigamond, Worcester, Massachusetts, the Western Division owning an island in Rock River, Illinois.

Only registered ACA canoeists can engage in the national and international paddling and sailing races and only entrants declared eligible at certified regattas can be selected to represent this country in Olympic Games canoe races. The types of canoes which can be used in Olympic contests are determined at meetings of the International Canoe Federation on which the ACA has a representative.

Quad Peanut.



Banquet at the 1898 Meet.

The National Paddling Championships of the ACA are held at various locations in the United States. Whenever practicable they are held as part of the activities of important expositions. They were held at the World's Fair at Chicago and also the one at New York, the Washington Bicentennial Celebration at Washington, DC, and other well known expositions dating back to the Hudson Fulton Celebration in New York in 1909.

It has recently become recognized that very little lasting skill is acquired in learning to row at college, while skill acquired in learning to paddle a canoe expertly may be used for enjoyment for the rest of ones life. For that reason, and for the reason that canoeing is now a permanent part of Olympic programs, eastern colleges have given serious consideration to the inclusion of canoe racing as part of their regular aquatic sports program and to hold canoe races as part of their inter collegiate regattas.

The Association is administered by an Executive Committee whose members are elected from the eight divisions. The Board of Governors have charge and responsibility for the real property of the Association as well as the Association's finances and investments. The Commodore has direct charge of the year's activities, divisional and national, and is responsible for the meet. The National Sailing and the National Paddling Committee are responsible for the year's national championships and the National Cruising Committee is in charge of the cruising program for the year. The Commodore is a member ex officio on these three committees:

The National Sailing Committee and the National Paddling Committee are prepared

to advise in the purchase of canoes, their types and use or to distribute blueprints and instructions for the construction of the proper kinds of canoes to meet the peculiar conditions in unusual sections of this country.

The Sailing Committee keeps a permanent record of ACA national champions during the life of the Association and keeps also a record of the racing canoes, their measurements and that of the sails for eligibility record for the various races. The Paddling Committee is responsible for the eligibility of all racing canoes for entry in races, keeps a record of races won by all registered contestants, giving the official rating for juniors, intermediates and seniors and changing such ratings as the contestants leave the respective classes.

The National Cruising Committee embraces the country as a whole and its Divisional Committees are familiar with local waters of the various sections to give advice and to encourage more use of the streams for cruising and camping. They are outlining plans for the systematic marking of canoe "trails" following an international design so that a cruiser, once familiar with the various instructions shown by the distinctive markers, can follow without hesitation streams in this country, Canada, or Europe and a European cruiser can follow them along our marked streams with perfect confidence. Of recent years it has become very popular to "do" Florida in winter and the "North Woods" in summer.

**(Editor Comments:** Any readers interested in learning more about canoe sailing are invited to contact Marilyn Vogel at Canoe Sailor, 2210 Finland Rd, Green Lane, PA 18054, [marvogel@verizon.net](mailto:marvogel@verizon.net))

On Lake George, New York, in 1926.





**SUGAR ISLAND,  
CRUISING AROUND THE ISLANDS**



## Taking the Lightning Out

I took out the Lightning recently. Wasn't planning on it, a thought came by and I grabbed it. So off I went. With the wind direction such as it was, I let the little Seagull push me out into the channel, then across it and into the reeds, or sea grass I think it is. Shut down the outboard, let the leeboards down acting like a couple of parking brakes, lifted the rudder and there she sat. I raised the full main at my leisure, putting things away where they belong, then I was off. I should say the old girl was off. She left the bank of her own choosing, I just happened to have finished the chores at the same time she slid off into a starboard reach, heading south. So south it was.

Coming back in there is a green channel marker floating just inside. So I start doing drive bys, I call them. At full speed just downwind I turn into the marker checking my way, or forward momentum, first starboard, then leeward, seeing what she'll do. Then it's off into the inner harbor with the buildings, tugs and barges seeing the response of the boat and shifting wind, knowing or should say learning how she'll act. Then into the slip, sail in hoping this time the bar patrons sitting in the restaurant aren't given any reason by me to start cheering and clapping, it's happened. So I put her to sleep and walk away thinking about the good times to come.

I am still in the early stages of this girl's second take on life so I'm going at it easy like. Something interesting happened today, found out I was wrong and it was a blessing, a good thing. I called a shop back east, a maker of today's Lightnings. I've got a mast that weighs 42 pounds, I said to the fellow, will that work? Yep, he said, it's within the ballpark.

Oh happy sailor am I. The existing mast has two repairs, I did the repairs and I just don't trust it. Hot damn! That newer mast comes with a full set of sails, two mains, one of which is new. She'll be staying a leeboard sloop for a while. And she likes to dance, took her out into the bay, put her shoulder into it and took off behaving very nicely.

## Sailing the Twelve

Sailing the 12' Lehman with my niece has been a real eye opener for both her and I. Her, because she's never sat at the tiller so much before her in life and was loving it. For me because I got to housekeep aboard while she sailed. I worked on ideas. There's much promise packed into that little hull. A rework is coming on the interior but the stuff I've found is, to say the least, highly encouraging.

Two of the days it was pushing 30 and the little girl did just fine. A bit wet for the helmsman but that can be addressed with clothing. She didn't ship any water, just spray. A hand pump will take care of that, my weight and hers when sitting down below showed me just what in the way of ballast I'll need.

Keeping the forward and aft compartments watertight will be key, possibly a new and stronger rudder will come along in due time, a better anchoring system and three of those. We even used the stove making onboard coffee, showing needed improvement there as well.

Reading *Three Years in a Twelve Foot Sailboat*, skipping the shore adventures, gleaned what I could on the boat stuff, I think I came away with more of what works for me. The footwell I really liked, makes for

## Meanderings Along the Texas Coast

By Michael Beebe

simple comfort. With a 4" draft a simple plug in the hull bottom allowing the rain to seek its own level the cockpit would never fill. Time will tell. Where the author went in *Squeak* was simply amazing, a very fine testament of the things and places one can do and go.

A friend asked if I was going to do the 200 in my 12, now I don't know. I've been sending in my registration money for the past several years and then life gets in the way and prevents me from going. So who knows?

Let's see where this goes. Took her out again, the 12. She likes to dance. She skittles and sideslips but no dosey does. She's not a line dancer, she does her own thing. She curtsies, if need be, dips her rail some. But then what did you expect, it was blowing neigh 30 out there. Flying maybe 40 feet of sail. Went south out of Cove Harbor, down the ICW. Turned left about three miles further out onto Estes Flats. Hadn't seen this many small ponies before sharing the flats with me.

The little lady did just fine. A few years back, before I sold her, the leeboards were dreadful and I'm finding out the sail she had then wasn't so good either. She's sporting new leeboards, foil shaped, and a new high peaked lugsail with a single reef. I also, as mentioned before, put 90 pounds of lead in her belly. She's stiff but not unladylike like.

She's a go getter, now. Before I never knew what I had, now the dreams begin. I'll be remodeling the interior, if there is such a thing on a 12' boat. Now that she's back home and staying, I'll feel better about spending more time and money on the gal. She's getting close to the half century mark in years, came to be in the mid 60s.

She don't shine like her newer siblings, britework is non existent, she's a painted gal, wears it just fine but even the paint looks better at 10'-15'. But she can dance, yes sir!

## But No Sail Today

I didn't sail today. I could have, even toyed with the idea. Went out and stood next to the trailered and waiting sailboat. But I didn't, I stayed home. Took a few measurements but even with them I didn't do anything. Didn't even look at my ideas I've been putting on paper.

So I fiddled. Thought about these things, these short essays that some are inclined to read. For which, by the way, I'm both surprised and grateful. The weather was to be cloudy and thunderstorms, 50%. It was cloudy and the rain did come along with the accompanying lightning and thunder, it's going on right now.

With some of the hellish lightning storms that pass through here I often wonder why the local harbor hasn't had more sailboat masts being struck. Not a one in the five short years I've been here. Are lightning strikes and sailboats really that big of deal? The reason I ask is, I see ads regarding identity theft, an industry sold mostly on fear. Fear because if you do the numbers one will see it's less than one tenth of one percent of the population. Hardly seems worthwhile to get all worked up over.

A quick search shows sailboat ownership at a comfortable 15 million average over the last few years. From '06 to '13 one web page had 14 deaths given to boats and lightning. Another fear industry? Perhaps. Does your skin crawl when the kiddies aren't PFDd? Do old photos of the '50s showing the irresponsibility of our grandparents having our parents aboard, without PFDs raise your ire?

The reason we've been sold this bill of goods I don't have an answer for. But two plus two will always be four. The truth being what it is it's easily discovered if indeed we've been sold a boat that won't float. Think not? Stay with me please. The 18, 19 and 20 year olds marching the college campus' of today are not made of the same caliber as the men who stormed Normandy in 1944. Cream puffs? No, no! Snowflakes they're called. The boys of yesteryear get my vote.

So I didn't go sailing, I was lazy, took the day off and did some thinking. This politically correct line of thought is, in fact, infecting the very things you and I hold dear, small boat sailing. The popular magazines of the day are infected with it. I keep reading of the two boys lost at sea on the East Coast last year. As tragic as it was, get over it. We cannot sanitize this world of misfortune and the more we try, the less freedom we have as a people. It can't be done.

I didn't go sailing today, maybe I should have.



*It's about time*

**Join Us**

**Kayaksailor.com**

Kuvia llc PO Box 1470 Hood River, OR 97031 Ph 541.716.6262

## White Fleet

The Bill Todhunter family was lounging in their yard when the *Celebrity Equinox* seemed to be heading straight for them. While it was normal for them to see cruise ships come near their seaside home, this one seemed oddly too close for comfort, and indeed it was. Video shows the ship coming within inches of their yard with props and thruster screaming. Mr Todhunter claims that the ship was churning up sand, mud and debris as it probably hit very, very thin water.

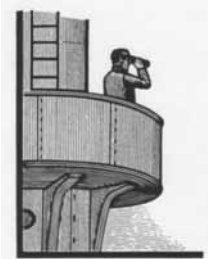
Every sailing magazine in the universe states, at least once a year, that sailors should check their lines for chafing and wear, especially their mooring lines. Evidently the crew of the *Seabourn Encore* doesn't read magazines of this type (well, in truth, most professional sailors don't read sailing magazines, at least they were not THE monthly fare when I was in the Navy, *Playboy* on the other hand...). Anyway, the ship broke loose from her moorings in New Zealand and promptly sailed away on her own until her independent progress was impeded by the hull of another vessel. Investigations are pending by a plethora of people.

Two young women on jet skis decided to play chicken with a cruise liner in the middle of a heavily trafficked channel but Murphy's Law arose from Davy Jones's Locker and knocked one of the ladies off her perch. A harbormaster just happened to be out patrolling when he just happened to see an approaching "OH DAMN" moment. At full throttle he sped to the silly woman who tried to mount her jet ski only to turn turtle. With remarkable bravery he reached the woman before she was run over. The man at the helm of the cruise ship slammed a hard rudder to starboard pitching people onto the deck. With the combination of the helmsman and the harbormaster, the daredevil was saved. Good news? Maybe God was trying to get her out of the gene pool.

The *Celebrity Solstice* had a bad day in New Zealand when it stopped for a passenger excursion on land. One 71-year-old lady was struck and killed by a car while she was with one of the ship's groups. Less than an hour later a bus full of passengers slammed into a truck killing the latter's driver. All of this begs the question why one books a sea cruise to do things on land.

For some silly reason ships and land do not seem to get along. Perhaps they were not meant for friendly bonding. Royal Caribbean's *Grandeur of the Seas* was idling away tied securely to the pier when one of her lifeboats suddenly fell off its davits and landed with a crunch on the dock. No one was in the lifeboat nor was anyone hurt on land, nevertheless, the Coast Guard seemingly took a dim view to the incident. Lipcon, Marguiles, Alsina and Winkleman, attorneys at law specializing in cruise ship incidents, bluntly posit that lifeboat integrity is a chronic concern that tends to proliferate without attention. On the other hand, the law firm makes big bucks from these problems so they should not cry too loudly or someone will actually ensure that their ships are safe.

Carnival has returned to Fincanteri for two new cruise ships with a contract that will be completed later in the year. Carnival will use one of the ships on the Holland America brand while the other will be on the Princess Cruise Lines. The Holland America ship will be 99,000 tons, able to accommodate 2,600 passengers while the Princess



## Over the Horizon

By Stephen D.  
(Doc) Regan

Cruise ship will be 145,000 tons and will handle 3,500 tourists. They will be delivered in 2022 at a cost of a little over a billion dollars. This will be the 16th ship ordered from the Italians by Carnival.

Once an expensive resort region popular with the rich and famous, Acapulco is currently seen as so insecure that Holland America will no longer stop at the port. The city is in the Mexican state of Guerrero, the most violent section of our southern neighbor. Carnival stated that their top priority for guests is safety and they want no part of Acapulco. The US State Department issued a warning against vacationing there in 2015. Although the Department noted that armed groups roam the area, they do not seem interested with foreigners but the situation is too volatile.

### The Grey Fleet

As a former and proud member of our nation's sea force, I am pained when the affectionately known Uncle Sam's Canoe Club subscribes to less than common sense. Long known as a notoriously segregated service, the Navy had a significantly low number of black officers compared to the number of enlisted men. Unless they play football or basketball, the number of black midshipmen remains low compared to the other services.

From the CNO down there was uproar when it was decided to allow women into Annapolis. Unfortunately, this attitude still permeates throughout the fleet. Now the little sister service, the Marine Corps, is hammered with a plethora of nude photos of female Marines. Even the Commandant is upset. As I was told by a Marine Commanding Officer, "there are no Black Marines and no Female Marines, just Green Marines." Can the seafaring services come into the 21st century?

The Navy hierarchy voiced an opinion that the US should leave NATO or else reorganize troops and weaponry to fill a perceived void in NATO to block Russian expansion or thoughts thereof. Certainly Mr Putin's excursions in Georgia and the Ukraine threaten Estonia, Lithuania and Latvia while aggravating Finland, Sweden and Norway to say nothing about Poland. Just exactly what NATO needs and how it will be funded, of course, is unanswered.

The Navy also waxes profoundly about the unwise "pivot to Asia" of the Obama administration. However, China's expansion into the South China Sea is not only troubling, it is playing havoc with business. The Red Dragon claims that all sea lanes from the Philippines to Southeast Asia are their territorial waters. This has hampered shipbuilding in the P.I. and created a massive elimination of fishing waters for other nations. The Philippines are especially hammered with unemployment of fishermen, rising costs of fish imported from China and a paucity of produce. Needless to say, the P.I. government, once a very strong American ally in the region, is cozying up to China.

Feeling threatened, Japan has increasingly updated her Defense Force toward more offensive ships and weapons. Their largest ship, the helo carrier *JS Izumo* (DDH-183) left Yokosuka, its home base, for a training cruise with US Navy ships in the South China Seas. It shall stop in the Philippines, Singapore, Indonesia and Sri Lanka, sending a loud message to China. *Izumo* recently entered the Japanese Maritime Self Defense Force in 2015 and her sister ship *Kaga* will be commissioned this year. Both field seven SH-60 anti submarine warfare choppers and ten MCM-101 mine countermeasure helicopters. Both can also accommodate US Marine Corps MV-22 Osprey tilt rotor aircraft.

Both ships have historical names. *Izumo* was a distinguished ship in the Russo-Japanese war. *Kaga* was one of Japan's carriers that were a part of the attack on Pearl Harbor and was one of the carriers sunk at Midway by Admiral Frank Jack Fletcher's combined Task Force 17 and Task Force 16.

Ever since the US Revenue Service, Light House Service and the Life Saving Service were merged into the US Coast Guard, military scribes and pundits have spewed forth verbiage on whether it should be placed in the Department of Defense. Originally, the Coast Guard was an element of the Treasury Department (thanks to Alexander Hamilton) and occasionally transferred to the Navy in times of war. 911 changed everything. President George II decried the lack of intercommunications among various governmental offices and created the Department of Homeland Security and dumped the Coast Guard in that organization. Since World War II the Navy has coveted the Coasties.

Once again that argument has arisen, in no small part because the current administration desires a significant cut in Coast Guard budget. Critics maintain that the Coast Guard should be part of the DOD to ease the transition between DHS and DOD in time of war, the Navy and Coast Guard can augment each other in their missions, joint acquisition of materials would be cost effective and overall funding would be easier.

Counter claims insist that many of the Coast Guard functions are outside the realm of the Navy and would be swallowed up by the Big Sister. These include navigational aids, control of inland waterways, maritime inspection, search and rescue, pollution prevention, and drug interdiction. Under Posse Comitatus (1878) the military is barred from enforcing civil law, a mandate to keep the Army from enforcing state laws, an intelligent concept vis a vis dictatorships in the world. Such a merger would require significant changes in the law, and God only knows what sort of a bill would emerge from Congress.

### Environment

The Trump administration's lack of concern about environmental issues sent shivers down the spines of Iowa DNR and County Conservation Offices. My *Genny Sea* is often found at Pleasant Creek Lake that was dropped 15' to redesign the bottom, add rock to the areas prone for erosion and terrace various spots to be more oriented toward different types of fish. Originally developed for immediate emergency water for a nuclear power plant, the lake has been nothing but an algae infested weedy mess for the past two years waiting promised funding from the federal government. It was supposed to be completed in a single season but we are now

approaching the third year with no financing in sight. It is inaccessible because the landings are 10' above the waterline. Iowa officials are now wondering if the lake will ever be restored.

### Inland Waterways

New Orleans citizens are up in arms over recent Federal Governmental changes impacting the Inner Harbor Navigation Canal (also known as the Industrial Canal) that connects the Mississippi and Lake Ponchartrain. The ancient lock was originally built in 1922 and measured 640'x75'x31'. In 1944 the Federal Government took over control of the canal and the lock. Obviously outdated, Congress authorized replacement in 1956 but nothing ever happened. In 1986 Congress mandated that the lock be replaced or possibly moved to another site. In 1997 New Orleans maritime officials asked that the new lock (originally authorized in 1956!) be bigger and deeper to handle modern barge traffic that was typically backing up river traffic by 16 hours. Unfortunately Hurricane Katrina slammed into the area in 2005 and two colliding barges knocked down a dam, flooding the Lower 9th Ward, killing many and destroying hundreds of homes.

Now the government officials representing a new administration want to merely replace the lock as it was originally designed, much to the anger and frustration of everyone connected with water businesses and people living along the river. Government officials stated the new plan was "in the interest of the nation" and received boos and hisses for the comment. When pressed about who is responsible for flood protection in the future, the officials had no answer and received another round of impolite noises from the crowd. When asked if the federal government would waive sovereign immunity in the future, the answer was a definite "no."

Subchapter M created much misunderstanding, fright, concern and fears, some of which is warranted. One measure is that all commercial freshwater boats must be dry-docked every five years for inspection by the Coast Guard (yup, the same guys who are interdicting drug traffic, catching smugglers, intercepting alien immigrants and maintaining navigational aids while facing a cut in their budget). Salt water vessels must be in dry dock every two and a half years. Towboats who work in both waters will abide by the two and a half year mandate. The Coast Guard is not particularly enthused about the increased workload, shippers and towboat operators are less than pleased, but the dry dock owners are smiling all the way to the bank.

Barge captains have waxed eloquently about the limited success of foiling the Asian carp by closing canals and locks. They insist that the problems created by limiting the fish's migration actually birthed worse issues including the inevitable inability to move goods via water and instead placing the cargo on trucks. Truck cargo is expensive, wears on roads, exudes more carbon into the atmosphere and is less efficient and effective. The skippers wonder if the solution is worse than the problem.

Conrad Shipping built a double skinned 510A last year for Vane Brothers of Baltimore. The barge recently carried a whopping 55,000 barrels of asphalt. Do you know how many trucks it would take to move 55,000 barrels of asphalt? Drivers everywhere should rejoice.

### Small Craft

Duckworks offers inflatable rollers that are 60" long and 9" diameter for a reasonable \$69. Trying to pull your Scamp or other small boat onto the beach can be a... beach. Many have used their finders as rollers but too often the boats slip off. These babies are wide enough to handle any boat. Duckworks' online magazine is free and full of DIY ideas, however their Ships Store is a wonderful resource for tons of need to haves. And if you do not get enough Dan Rogers in *MAIB*, he also writes in this e-zine.

*Boating* magazine (for the stink potters) listed the 60 greatest boat inventions of all time and, while the rank order is arguable, the overall list is modestly amazing. Deep V hull was among the top of the inventory and I remember my grandfather's Deep V boat on which I learned to love all things water. Fiberglass and epoxy changed all boats forever. Bearing Buddies are so common one forgets there was a time before they existed, it remains an invention appreciated by all trailer sailors. Wives throughout the waterways cite the portable potty as an essential item for all boats of any size. Sailors in dark waters love EPIRB, inflatable life vests, GPS equipment and VHF radios. The magnetic compass has to be on the top of the pile. I would have included the rudder, fore and aft sails and beer insulators.

*Time* magazine recently highlighted the failing of our antiquated lock and dam systems. 14% of all domestic freight is carried on the inland waterways traversing locks built, for the most part, in the 1920s and 30s. The average delay at a lock is 121 minutes but can be up to 15-20 hours at busy locks. Systemic delays force shippers to utilize alternative transportation (read that "trucks") at exorbitant costs and greater pollution. Most locks are so old that parts are no longer manufactured, breakdowns are an everyday occurrence, and traffic jams are the norm.

### Merchant Fleet

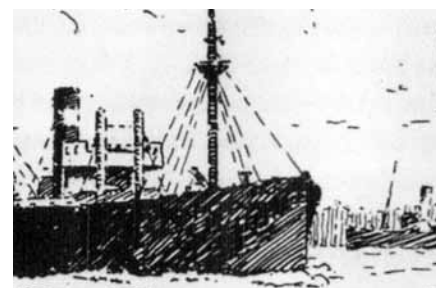
Owners and striking stevedores in Spain reached an agreement on wages, compulsory retirement and voluntary retirement as well as subrogation under the government that was seen as the only means to create truly equal conditions. After a snarly strike, the participants were all smiles and joy except the government suddenly decided not to abide by the terms. The Secretary of the Ministry of Public Works cryptically and suddenly said that such an agreement was "not feasible at this time."

Shippers are not ignorant of the concerns over oil. Many have expressed interest in an alternative fuel and are looking at LNG as a potential option. Koninklijke Vopak and Nederlandse Gasunie partnering with Gate Terminal at Maasvlakte 2 in Rotterdam are developing a terminal for receipt, storage, regasification and supply of LNG. They will not buy LNG but will be the site of origin for the fuel that will be used by ships, trucks, and piped into homes. The environment will be better off with the alternative gas since it has virtually no sulfur content or particulate matter. Combusted LNG produces low nitrogen oxides (NOx) and few carbon emissions (CO<sub>2</sub>) compared to diesel oil or fuel oil and it burns cleaner and requires less maintenance on engines that will last longer.

Dutch Masters used to be a cigar but international courts have decided that Dutch masters as well as masters of non Dutch ships must be able to predict the future. The

case involved a load of steel plates and coils loaded in China and unloaded in the Netherlands. Because the ship travelled through winter seas, tropical heat and back to cold Europe, the cargo rusted. The courts held that the master should have known what kinds of weather through which he was to pass and he should have understood what possible damage the route might cause to cargo that he must understand how susceptible it would be. Needless to say, the ship's owners are being sued for a large pot of greenbacks. Meanwhile, captains the world over are gazing into crystal balls while covering their transoms.

The merchant ship *Malaviya Seven* has been taken into custody when her owners abandoned her crew in Scotland with no money and no way home. The International Transport Workers Federation requested the action. The owners of the ship had previously stranded the crew of *Malaviya Twenty* in Yarmouth. The Apostleship of the Sea took the men under its wing, providing them with winter clothes and some money while ensuring that the crew celebrated Christmas with local parishioners. The ITWF is livid that owners have done this and it demands that banks, government and the countries under which ships are flagged take responsibility in these events. The crews of the two ships were owed almost a million dollars in back wages.



### KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull  
Traditional looking Yacht Tender  
Specially Designed for Ease of  
Rowing and Minimum Drag When  
Towing  
Row & Sail Models

**BAY of MAINE BOATS**

P.O. Box D • Kennebunkport, ME 04046-1693  
mainebayboats@roadrunner.com



I get boat fever fairly easily, probably like many of you. I just finished a wicked bout of catboat fever and I'm going to tell you all about it. You know, to help you out with your boat fever. Let me say that I don't think it's a bad thing. To be obsessed with something is, I think, one thing that is missing from schools. They don't let us become obsessed with anything. They keep us busy all the time with other stuff that somebody has decided is important. Trying to make us well rounded? Or narrow minded.

There are some remarkable people who manage to get obsessed with things despite school and they often eventually fly. Elon Musk comes to mind. He got obsessed with computer stuff and figured out a way to make Pay Pal happen. Sold it for \$80mil and instantly started an electric car company and a space exploration company. Obsession can be good.

So is boat fever an obsession? Absolutely. So are those of us afflicted with it just like Elon Musk? Yes, absolutely. In that sense, do you think that will help with your wife? "Not another boat?"

"Well dear, I'm just like Elon Musk. Obsessed beyond my control." I don't know. I'd try another tack. My wife is pretty good about it if I'm patient and explain things to her.

So how did catboat fever start and maybe how does it stop? I had a really bad case of it and I didn't buy a boat! Yet. We have a Herreshoff 12 $\frac{1}{2}$ . We thought for years that this small Herreshoff design, and the Joel White centerboard version, could be the perfect boat. My wife was fully onboard with this. Isn't that nice? We'd look. They'd be out of our range. We'd dream. We found one late fall in Maine that we were so close to buying. It was as cheap as we'd seen one, \$20k with a trailer a few years back but it was just too much money.

Then five years ago I saw one in *Messing About in Boats*. The ad said, "Herreshoff 12 $\frac{1}{2}$ , \$3,500." I thought it might be a misprint and mean \$35,000. I've seen them used into the \$40s so I called to be sure. It was \$3,500, out on Nantucket. I asked why it was so cheap. He said it was getting older and so was he and he didn't sail it any more, was hand built and homemade. I arranged to go out. I was eager. \$3,500. Yes!

We had a gorgeous trip over from Hyannis on the ferry. Karl met us downtown and drove us to his place. My jaw was hanging open. This place was beautiful. Spring was happening. Flowers were blooming. The town was so charming I could hardly stand it and where he lived was over the top. I was totally in love. I'd have moved in a minute. He had a super cool house with a beam in it from some square rigger, carvings and baskets everywhere, stunning gardens, a view of the harbor from their house, an antique car. Absolute heaven. The Nantucket daffodil festival was coming up they were preparing for. Oh, too much.

Before he took me to see the boat he showed me the notebook of its build. It had been built by him and his father, an old Nantucketer who'd build 17 boats. This was his dad's last one, built when he was 80, and every step was chronicled. They poured the keel! I wanted the boat so badly at this point I could taste it. I was willing this to happen. Then we walked down to the boathouse where he kept it stored in the winter. Yes, he had his own little railroad into the water. There it was. It was 12 $\frac{1}{2}$ , but it was rough. It

## Catboat Fever

By Paul Murray

needed paint badly. It had some sistered ribs. The deck was just painted plywood. I didn't like the paint scheme. The coaming was punky in places. The interior was all paint with plywood bulkheads. It looked awful. I actually sat in this boat, on Nantucket and didn't want it. I told him we'd have to think about it and left.

Imagine that? It was cleverly built. He and his dad built absolutely everything. The blocks from stainless steel sheet, the sails were home made from an old spinnaker, the sail covers were lumber covers, you know that nylon plastic stuff they cover a lift of pine with? It seemed so solid in the hull department but needed all sorts of work and it had hunks of slick seam hanging from its seams. I don't know. Too much work I thought. He called me back. Another person was interested, was I still? I talked with Suzy. We decided to do it.

It cost us quite a bit to get it off the island. I tried to arrange trucking, but that was a nightmare of island life. Tomorrow? Yeah, maybe tomorrow. I ordered a brand new Triad Trailer and it had time to get it built and delivered from North Carolina before the island trucker could manage to get the boat off island. So I drove over with the empty trailer, spent a night camping on their lawn, Nantucket was full. Karl and his wife treated us to breakfast the next morning and we had a barbecue on their deck after we'd loaded the boat on our trailer. We had to wait for the tide to load the boat so I helped Karl and his brother cut some cedar logs into boards on their homemade electric saw mill. His brother gave us some turnip seeds. I marveled at their lives, their gardens, their houses. It was as awesome a boat buying experience as I could have.

I went to work on the boat. Quick and dirty the first year to get her overboard, but over the years did a lot. I pulled out the seats and the coaming. I got deck canvas over the plywood, put in a new red oak coaming, oak seats, cherry bulkheads, built a couple of whale shaped seat supports, put a piece of cherry on the centerboard trunk. Bought new bronze blocks and cleats to replace most of his homemade ones. Built a new bow cleat out of locust. Stripped, sanded, varnished. Oh, it was looking good.

That first summer we launched it bled like a sieve, first time in the water in years so I was pretty busy with a five gallon bucket for a long time. Eventually it slowed down enough to let me think about sailing. It was sunset and Suzy joined me. I had her hoist the main, you know, she'll feel more a part of it. Something hung up and she gave good yank. Riitiiiiippppppp. That lightweight spinnaker material split for 18". The mosquitoes were coming out in force, the wind was dropping and I was still stoked. We sailed for 15 minutes. I dropped Suzy at the wharf and put *Little Annie* (named after our last Aussie) on the mooring. That rip was repairable but later that summer we ended up ordering new sails.

Next summer we bought new sail covers and I kept working on the bottom, pulling out the slick seam and replacing it with cotton. I worked on the rig. I finally had the self tending jib rigged about right. I trimmed down things, he'd way overbuilt everything.

I cut the tiller down to something more graceful. I took a little off the mast and boom. It was looking pretty good. It is a stunning boat to sail and always elicits comments and is a joy to handle.

Then one day it was blowing pretty good. Suzy and I were out for a sail with our Australian shepherd Hobbes. We're doing pretty well, bombing back and forth inside Owls Head Bay and then I decided to head out. I love an adventurous sail and this boat can handle it. I had been out by myself one day, reefed and flying along a mile off shore next to a 40' yawl. He was under jib and jigger and we were on the same tack a hundred yards apart at one point. I gave him a big hearty wave when I could safely use a hand for something non sailing related, and he just looked away.

It dawned on me later that he had his hands full and was probably a little bent out of shape that I was out in the same weather and the same stretch of water that he was, but I was in a 16' boat and enjoying it. I wanted to show a little of that to Suzy and Hobbes. We got out past Monroe Island and the full weight of the wind hits us. The waves start to pick up. I am in my glory. The spray is really flying now. I wonder if we should reef when I notice that no one else aboard is enjoying this.

Hobbes is wet and miserable. He doesn't like to swim and he was wetter now that if he'd been swimming, and Suzy cares an awful lot about Hobbes so she was miserable on his account. We headed back in, closer to land, smaller waves, less wind. That's when we started thinking about how nice it would be to have a bigger boat.

Then last summer I spent almost two weeks working on the Herreshoff. We were up in Maine and the water was beckoning daily and I was endlessly working on this boat. When I finally launched it, it was the easiset launch yet. I knew how to rig it. I knew how to get it off the trailer. I had a bilge pump in place with a decent battery. The water never even came close to the floorboards. It looked stunning and I went sailing so soon after backing the trailer down the ramp that I could hardly believe it. But two weeks to get it ready, I'd started talking with Suzy about getting rid of it to get another boat. I said I didn't want to spend that much time on a wooden boat anymore and maybe we should look for something in fiberglass. That was the start of catboat fever.



We'd had a Beetle cat. Oh, did we have a Beetle cat. We found that in *Messing About in Boats*, too, more than 25 years ago. I loved that thing. Our kids loved that thing. Suzy loved that thing. Our dog loved that thing. We had it forever. But eventually, because I did not know enough about boats yet and left it on a trailer with bunks that put pressure on the hull in a bad way, it started to leak. We were

getting older and that boat was getting wetter and in a Beetle we sit on the floor. Yes, I know it's called a ceiling. Once we hit 60 I had a feeling that my wife is not supposed to sit in a puddle on the floor in a boat and enjoy it. Something with seats. Enter the Herreshoff.

Now, could we go back to a catboat, but bigger, with seats? So I started looking for a bigger catboat last fall. And boy did I get hit with fever bad. I was on line every night looking at boats, emailing people about boats for sale. I discovered the Catboat Association's classified page. Wonderful. We started to go look at some locally. I learn about Menger cats and Crosby cats. And Marshall cats. I read John Leavens' book, *The Cat Boat Book*. I am totally absorbed. I read Henry Plummer's book, *The Boy, Me and the Cat*. I call about some. I go see some more, ranging a little farther.

I see a Marshall Sanderling, a stunning model, 18', 2,200lbs. Way bigger than the Herreshoff. Yes! This is the boat. I go to Marshall Marine, dangerous turf for someone with catboat fever. They have a Sanderling they are working on with a small diesel engine and a wheel. It is absolutely stunning. I call on a boat in Florida. Really? Really. Fever. We may be going down. One in Tennessee. It's only a few hundred miles out of the way on the trip to Florida to see the other one. Fever.

I go see an old wooden Crosby cat. It's affordable. It looks stunning in the pictures and when we get there it is beautiful. But I start thinking about all the work it is going to be. I self correct before my wife points out to me that the whole reason we were looking for catboats was so I didn't have to spend as much time scraping, caulking and painting. I want fiberglass. Yes, a wooden one is beautiful. I love the varnished spars, the warmth of a varnished red oak coaming in the sunlight on a later summer afternoon. But I want fiberglass with an aluminum mast? Yes, but painted buff, with a white tip. So I have some work, but not two weeks of full time work.

Then I don't buy anything and start thinking about how much I love the boat I have. Just writing about sailing that Herreshoff makes me want to work on it. Sunshine and varnish. Is there anything like launching a boat I've just worked on for a couple of weeks and seeing it on the mooring? And we own it and I've put so much into it. Can catboat fever go away? They say time heals all wounds. I haven't looked at a catboat for months now. But I have a sneaking suspicion that there may be another round of catboat fever lurking around the corner. Oh god. I hope I survive it. Hope that helps you all with your version of boat fever.



## Little Lagoda to Set Sail

From the  
New Bedford Whaling Museum

Fifth grade students from William H. Taylor Elementary School in New Bedford gathered at the New Bedford Whaling Museum in late winter to prepare a 5' self steering sailboat for launch. Prior to this visit Museum staff, assisted by Museum docent Peter Fenton, made three in class presentations to review oceanography, geography, navigation, currents and boat building. The Museum has been working with Educational Passages, an organization that collaboratively builds miniature boats and tracks their voyages after being launched from various points across the globe.

Designed as educational tools to teach students about the sciences of the world's oceans, the boats are powered solely by ocean winds and currents and are capable of sailing thousands of miles. The Northeast Maritime Institute assisted with launching the *Little Lagoda* into the Atlantic Ocean's Gulf Stream this spring. Once she was launched, the Taylor School students will be able to track their boat via a GPS transmitter on board.

The students decided how they would like to paint the boat and what objects and messages to place into a watertight well in the middle of the boat. In the past, finders of the boats have connected online with those who have launched boats. It is possible that *Little Lagoda* will land in a place such as Portugal, the Azores, Cabo Verde or Ireland, thereby retracing historical linkages between New Bedford and those countries.

The project is coordinated by the New Bedford Whaling Museum and incorporates classroom learning about oceanography, geography, navigation, currents, and boat building.



The students use a stencil to add the name *Little Lagoda* to the hull.

Students decorating *Little Lagoda*.



# ATLANTIC COASTAL KAYAKER

## 2017 Our 26th Season

Would you like to  
read more, lots more,  
about sea kayaking?

**SUBSCRIBE  
NOW!**

*Atlantic Coastal  
Kayaker* will bring  
you 36 pages monthly  
all about sea kayaking,  
8 times a year  
(March through  
December)

**All this  
for only \$24  
(8 issues)**

Like to see the next  
issue? Just ask.

### Subscription Order Form

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Send check for \$24 payable to:

***Atlantic Coastal Kayaker***

224 Argilla Rd

Ipswich, MA 01938

(978) 356-6112

(Phone & Fax)

ackayak@comcast.net

In our last thrilling episode we had finished up the basic bone structure and now we are ready to tackle the unknown (at least to this newbie SOF builder), putting on the polyester skin.

Dave advised contacting George Dyson ([www.GDyson@gmail.com](mailto:www.GDyson@gmail.com)) for the fabric. George promptly sent an email with a very comprehensive review of nylon and polyester fabrics, and of various coatings, with the pros and cons of each. I decided on polyester to take advantage of the greater heat shrinking properties. My choices were between the 8oz polyester (69" width, \$2.50/foot), which has been widely used on hundreds of boats, and a new, tougher 10oz fabric (64" width, \$3.00/foot) with little feedback on use so far. For the difference in price I decided to go with the heavier fabric and ordered four pieces, each 13' long. As with many other materials, I ordered enough material for both boats I intend to build. This ran about \$170 for both boats, including a standard \$10 shipping charge from Bellingham Washington. The fabric arrived in only a couple of days. I found Mr Dyson's service to be excellent.

One of the advantages of Dave Gentry's designs, in my mind, is that the fabric is applied in two parts, the hull bottom up to the gunwales, and the deck, overlapping at the gunwales. This means that the only hand sewing required is at the bow and stern openings rather than the entire length of the deck plus the ends. And that also gives the boat a neater look. The disadvantage is that it might require the purchase of more fabric than if I could find fabric wide enough to wrap around the entire boat. That's why I had to get four pieces of fabric for the two boats.

I am much better working with the wood than with the fabric so it is fortunate that my wife Carole is around to help. She is an accomplished seamstress and has been a real helpmate throughout the entire build! Here she is sewing up the bow.



The hull was inverted. One edge of the fabric was placed along a gunwale, the fabric smoothed out over the bottom and push pins placed in a few places along the keel. The keel location was then marked in a few places with pencil on the fabric and the push pins were removed. The idea was to keep the warp of the fabric aligned fore and aft along the keel.

The stainless steel  $\frac{3}{8}$ " Arrow T-50 staples were started at the center for a foot or two, the fabric stretched and stapled on the

## Dave Gentry Chuckanut 12 Build Part 3 - Puttin' Skin on Dem Bones

By Jim Brown

other side and sides alternated until the bottom of the hull was completely covered. The fabric was then rough trimmed on both sides using a gun type soldering iron to keep the edges from developing a run in the fabric. The soldering iron did an adequate but not really neat job.



Our elder hands don't do well squeezing a mechanical stapler so we used an Arrow model ETN-50 electric stapler we had bought for an upholstery job some years ago. This worked fairly well in places where there was structure behind the gunwale, but in between frames the wood was too springy and the staples required some hammer work to drive them home. Some bent staples had to be pulled and redone.

After this boat was completed we found an Arrow pneumatic stapler for about \$25 at Amazon which can be used with the Bostich air compressor we already had for our nail guns, but the air pressure must be kept under 90psi to protect the stapler. The stainless T-50 staples are easy to find locally at Lowe's or Home Depot. Stainless narrow crown staples for some other inexpensive pneumatic staple guns are not easy to find. The pneumatic staple gun works like a charm on test pieces, even when not supported from behind.

Also, after this job was done I located an inexpensive hot knife (Chicago Electric Model #60313, \$19.98) at Harbor Freight, which seems to do a very neat job cutting test pieces of fabric.

At this point I made a decision I later regretted. The plans called for flotation foam to be installed in the small spaces between the bow and frame #1 and between frame #5 and the stern. I didn't think that would provide much flotation, and since I had bought a 4'x8' sheet of 1" thick blue foam, I decided to use it all, placed between frames #2 and #3 in the bow and frames #4 and #5 in the stern. Both foam blocks were notched to clear the

floorboards. The bow foam was glued as a block and painted black and inserted through the framework. The stern foam had to be inserted through the framework in pieces so couldn't be painted easily.



There should be plenty of flotation but the foam blocks added still more weight to the assembly and the whole idea of building these boats was to save weight vs our plastic kayaks!

The hull was turned right side up and the covering process was repeated on the deck. In the cockpit area the fabric was slit lengthwise and sidewise cuts allowed the fabric to be pulled tight and stapled to the inside of the cockpit carlins. This was the most difficult stapling job because of the lack of support structure behind the carlins.

There was quite a bit of excess fabric, especially from the deck covering as the 64" fabric width was much wider than needed for this design. Even so, about \$80 for each boat's fabric seemed a reasonable price for specialty fabrics from a low volume specialty supplier.

The heat shrinking went well as expected, using a \$10 Walmart iron I keep in the shop for attaching pre glued wood veneer edging to bookshelves. After a light ironing the skin was tight as a drum all over.



Time to start coating the fabric. Dave Gentry recommends that the bottom fabric, up to the first stringers from the keel, be given a "scrim coat" of PL Premium construction adhesive and he has an excellent video on his website demonstrating how this is done with a plastic Bondo spreader or an old credit card, so I thought I would give it a try.

Unfortunately, my attempts at a “scrim coat” did not look like Dave’s video. In an attempt to get it smooth I applied too much PL Premium and as it cured it bubbled up and hardened. The result looked like lumpy frozen snot and I was afraid to try and sand it smooth because of the fabric. I also noted some unexpected tiny rough pinnacles sticking up throughout the mess. I had planned to paint the bottom black up over the first stringer anyway and it looked slightly less objectionable in semi gloss black Rustoleum enamel. After the black paint dried I told myself, “At least it’s going to be underwater.” But it won’t look good when the kayak is on the roof rack.

I had tried applying masking tape to the unpainted fabric topsides when painting the black bottom but the tape wouldn’t stick to this fabric. Hmmm, what’s going on here? I tried several tapes I had on hand and the only thing that would even try to adhere was some white sail tape I had left from a Dave Gray Polysail Kit I used on my old PDRacer years ago.

Beside the black bottom, the topsides were to be Safety Yellow Rustoleum and the deck Semi Gloss White Rustoleum. That ought to provide good visibility to those 300hp bass boats screaming around the lakes. So I flipped the boat over, masked for the yellow paint and laid on a coat with a foam brush. It laid on well but when it dried it had those same little spiky rough spots all over it. Even after three coats of paint they were still there. Hmmm...

Thinking the foam brushes might be contributing to the roughness, I switched to a foam roller, tipping the paint with a dry foam brush as I did the white deck. The same spiky roughness appeared so I concluded the problem must be related to the fabric. When the white deck was fully dried in a couple of days I decided to very lightly hand sand the surface with some #220 grit paper which removed the roughness and produced a very nice surface.

Of course, I vacuumed off the dust and wiped down with a damp cloth afterward. I then did the same on the yellow topsides with the same beneficial result. I reported this unusual phenomena to George Dyson (copy to Dave Gentry), not as a complaint but just as feedback on what I had observed with this new 10oz fabric. If I had it to do again I would go with the proven 8oz polyester fabric, but I had bought enough of the 10oz fabric to cover the second kayak, so there you go!



Here again, I got in a bit of a hurry because one of our sons and his wife would be visiting over the Thanksgiving weekend and I had wanted to splash this rig while they were here. But I was nowhere near ready for that. At least I wanted to be able to finish the wood trim during their brief visit. So I had only done one coat of black over the PL Premium bottom, three coats of yellow on the topsides instead of the five I had planned, and two coats of white on the deck instead of three. We’ll see what happens when we launch!

In my lumber pile, I had a nice 1”x6” piece of white oak about 6 1/2’ long. It was an actual 1” thick so would make great rub rails when sliced off in 3/16” slivers, scarphed to length, edges rounded with a 1/8” roundover bit, stained and varnished. When son Tom arrived we installed the cockpit coaming with stainless screws on 3” centers and the rub rails on 6” centers. I got sort of carried away with this lashing thing so I lashed the forward end of the coamings and bow and stern of the rub rails!



At Thanksgiving the weather here in east Tennessee turned cold, so for the final finishing work I’d need a little heat in the shop. Thankfully I have both a propane heater and an electric heater which can get the shop temp up in the 50’s or low 60’s when necessary.

All that remains to be done is to mount some bungee cord on the decks, run some silicone sealer around the base of the coaming and mount some sort of comfortable seats. Our elderly backs appreciate some support. I recently found some “SitBacker” stadium/canoe seats with steel frames and decent padding for \$25 each at Amazon, so ordered two for both boats. They will require some minor mods to the rear of the coamings but no major surgery. However, they will again add some weight, about three pounds. But they seem to be comfortable.



Also at this time of year the TVA lakes and rivers are drawn down to accommodate spring rains and snow melts from the nearby Smoky Mountains. We hadn’t had any rain to speak of in over three months and no rain over 1” in a day in over five months. At some favorite launch points the low water exposed mud and rocks for quite a way out. At our 80ish ages the splash may have to wait for some warmer days and higher water. Bummer!

The proof of the pudding, time to take stock of what has been accomplished short of actual launching:

Construction has been completed over a period of about three months. This is not bad, considering that while I no longer have to go to work full time, we travel to Knoxville anywhere from one to four days a week to various doc visits which consumes most of a day including some shopping, lunch, etc. Plus a little time for some consulting work, plus the Thanksgiving and Christmas holidays, plus at 83 my max good working time is about six hours/day on those days I had available. I didn’t keep a record of actual hours spent at the task.

I have kept a detailed record of costs and have bought a lot of stuff for two boats. Dissecting the records, my best estimate of costs for just one boat is:

Plans: \$55.  
Marine Plywood: \$81  
Pine: \$80  
Polyester Fabric: \$86  
Paint, Brushes: \$75  
Miscellaneous Materials: \$75  
SitBacker Seat: \$27  
**Total: \$479**

Considering that I used a lot of stuff I had on hand, this total is a lot more than I expected. But, also, I had a lot of stuff left over such as half cans of paint, stainless staples, glue, epoxy, stainless screws, artificial sinew, etc. However, if I were only going to build one boat I would spend close to this amount. Since I had sold our plastic fantastic kayaks for \$400 each to finance this job, the total is doubly disconcerting.

So how did we do on weight? I began to get concerned when I weighed the bare frame before the floorboards were in and it weighed the full 26lbs that the finished boat was supposed to weigh. Today I weighed the “completed” boat, including the SitBacker seat, and it came in at 39lbs! My wife’s 12’ Wilderness Systems Pungo weighed a claimed 43lbs so all I have saved is about 5lbs, which is far less than the 15lb weight saving I had hoped for. I recognize that I used heavier wood than specified, meranti vs okoume plywood for the frames and pine vs western red cedar for the keel and stringers plus extra foam flotation, plus heavier fabric, plus a 3lb seat. Just like cost, little things add up!



So, am I disappointed in the outcome? A little perhaps. Maybe a little more than a little. But I thoroughly enjoyed this build which reminded me of the many flying model airplanes I built as a boy, lo those many (70+) years ago. Those planes had balsa wood frames, balsa stringers and tissue or "silkspar" covering which was shrunk with a little water sprinkling and coated with cellulose dope. Very much like this SOF build. And the ultimate result is a nice little kayak to play with.

My intention at this point was to continue on with the build of the second Chuckanut 12 over the winter, although I have not yet experienced this first boat actually on the water. I can see where ingress and egress may be a little more difficult than with our previous plastic fantastics and may require some modification to the rather high coamings for us elder folk.

And I may, just out of curiosity, build a foam kayak to see how they compare. After

all, the winter is a long time, even down south here in Tennessee. Dave Lucas has a version that uses cheap white foam but is covered in expensive fiberglass and epoxy, plans \$25 at Duckworks. And there are other versions, such as the Sawfish, that use more expensive blue foam but are covered with cheaper cotton fabric stuck on with cheaper TiteBond II wood glue.

And then there is the Chautauqua Sailing Canoe that just appeared on Dave Gentry's website. I have been coveting one of those ever since before I bought Todd Bradshaw's book, *Canoe Rigs, the Essence and the Art*. Hmmmm... more decisions. Such is life!

I know you faithful readers are disappointed, as am I, to not conclude this series with an actual on the water paddling report but that will have to wait for a while. I'll keep you posted on when I learn more.

**The Chautauqua Decked Sailing Canoe** is finished and she's just fantastic. I recently got back from sailing her in the Everglades Challenge along the west coast of Florida and she really shone, often in conditions she was never, ever meant for. Plans and kits available "soon."

GentryCustom Boats.com



Bob's commentary in the April issue of *MAIB* and John Withe's excellent article (in children's book form) have prompted me to add to the chorus of those who have the chance to share our love of small boats with our children. Even more so when it's a daughter!

It all started while on a father and daughter cruise we made 22 years ago. My friend Charles and his 10-year-old daughter Nathalie joined me and my daughter Andréanne for a three day cruise across Casco Bay in Maine aboard Charles' newly built Herreshoff 12 1/2. We sailed from Stockton Point, near South Freeport, and camped on Crow Island. The next day we anchored off Jewell Island and set off to explore the island. Another family was there, crisscrossing the protected harbour in small plywood kayaks. When offered the chance to try one, Andréanne stepped aboard and took naturally to paddling the small craft. A dream to have a boat of her own was born.



Andréanne and Nathalie, aged 10, on our way to Crow Island, Maine.

It would be another five years before kayaks were to reappear in her life. I had started an association called Friends of Wooden Boats in Quebec, where I live, and decided to experiment with simple plywood on frame construction to see if one could put together a decent, not necessarily pretty, 16' sea kayak for under \$100. The "method" involved first building a frame with 1"x2" spruce pieces and then using that frame as a giant pattern to trace the shapes for each panel on 4'x8' lauan plywood. Ring nails and an obscene amount of Sikaflex holds it all together. Andréanne helped me on that project.

## Father to Daughter Intergenerational Love of Small Boats is Going on Right Now

By André M. Bergeron  
Andréanne Abbondanza-Bergeron

She soon claimed one boat as her own, once we decided the original prototype was too boxy and cut the whole thing in two lengthwise, resulting in two identical but slimmer kayaks. These boats lasted nine years with an occasional coat of paint or varnish, and were used for fishing and exploring the Maine islands.

One summer Andréanne and her younger brother went mackerel fishing off Lobster Buoy Campsite in Penobscot Bay. As a concerned father I was watching for their return and was surprised to see them return, apparently empty handed. "You didn't catch anything?" I asked.

"Sure! We caught 13 mackerels" answered a radiant Andréanne.

"Where did you put them?" I inquired.

"They're all here in the boat, swimming around my legs!" was the amazing reply. Needless to say that boat required a serious chlorine wash before we could take it home.



Mackerel fishing aboard a \$100 kayak.

Fast forward to 2013. My daughter has married and become an emerging sculptor and college art teacher. Her woodworking skills have fast outgrown mine. She and her husband decided to build two canvas covered kayaks in their second story apartment, occupying all of their living room and with no help from daddy.



My daughter and her husband Juan trying their new canvas kayaks.

Our love of sailing and kayaking has resulted in more time spent on the water, locally and along the coast of Maine. Last October we drove all the way from Montreal to Saco, Maine, where Andréanne acquired a beautiful P&H kayak. I had just completed the restoration of an Alden designed Tursiop kayak and brought it along. We then spent a gorgeous fall afternoon off Cape Porpoise trying the two boats.



A late fall paddle in Porpoise Harbor, Maine.

It's still difficult to say if and when my two other children will share our love of boats. My wife and I have sailed the Maine coast, Georgian Bay and Lake Champlain with our youngest daughter. Recently she told me she realized how she missed the sea when she had the chance to sail to Sado Island, Japan. From all this I can reassure readers that there are young people ready to take up small boat sailing, including challenging building projects.

(André M. Bergeron is the author of *Naviguer en Petites Embarcations* and created the Sentier Maritime du Saint-laurent, a series of adjacent water trails along the whole of the Saint-Laurent River.)





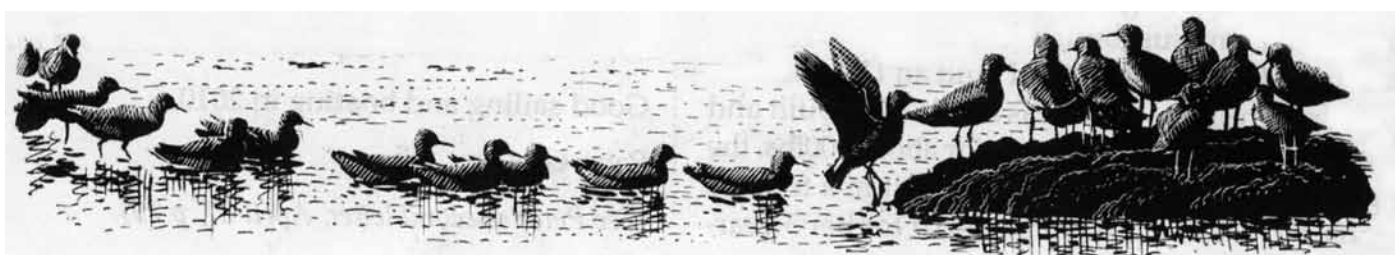
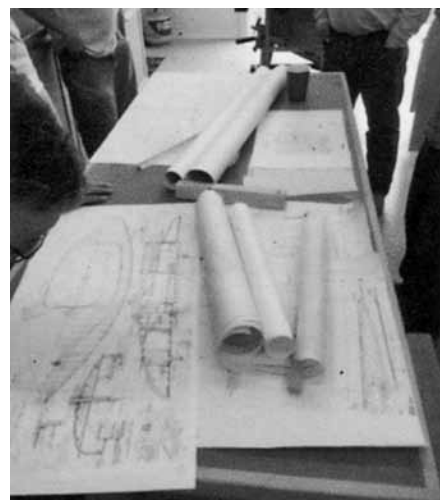
## Selections from the *Mainsheet*, Newsletter of the Delaware River Chapter TSCA



### Boat Shop Visit

By Frank Stauss  
Reprinted from *The Mainsheet*  
Newsletter of the Delaware River  
Chapter TSCA

On February 25 the Delaware River Chapter of the TSCA was invited to visit the boat shop of member Harold Bernard who lives in Vineland, New Jersey. Harold is in the process of building a Gypsy. The boat is a 22'4" sloop designed by B.B. Crowninshield. Our group could have not asked for a better day for the visit. Sun and temperatures in the 70s made it a truly beautiful day. Harold's wife Mary Elizabeth provided a great lunch for the members. Harold is to be congratulated on both the boat build and the shed he had built for the construction of this boat. We all anticipate the completion of this beautiful vessel.



Of course, this has turned out to be much more complicated than I ever imagined. Nothing new there. In fact, I'm pretty certain you already know somebody like that.

In some ways this reminds me of my later Navy admin career. Instead of a come-on line like, "...there we were, at the height of Cold War tensions..." it was a much more prosaic matter. We were trying to find a place for all those "labor saving" devices that Bill Gates and Steve Jobs were foisting upon the world. Putting everything "on the computer" was all the rage. Except nobody really trusted those new fangled devices and all the daily changing procedural protocols that surrounded those now clunky devices. Here's the deal. Nobody, I mean nobody, ever instituted a new system without making sure the old system was preserved. Backups for backups were the norm. Simple. In case the essentially experimental (and damn temperamental) machine failed, we were still well protected with a paper trail for everything. In fact, I'm quite certain that our current age of "paperless" record keeping was spawned by one of the greatest outpourings of pulpwood our forests have ever known.

This may somehow justify my own reticence in the development of my "ultimate rudder" and associated steering system for *Miss Kathleen*. I know the old, horribly devolved appendage just simply must leave the ship. Gotta go, no question.



Yet still it hangs on its majestic 1" solid bronze rod. In the process of cutting an access port in the deck to reach thru transom fasteners and put in backing blocks, I already managed to cut the olefin steering cables with a hole saw. The steering wheel and cable spool mishmash up forward hadda go already to make room for the replacement push pull business. And yet I still seem to be clinging to the idea that there is still some sort of value in retaining that clump of hairbrained notions as some sort of trim tab, or skeg or some such. It's obviously ugly enough to protect just about anything from just about anything.

So here we sit with another universal truth from just about everybody's past. You remember. That recalcitrant baby tooth that was tied with a piece of string to a door knob. "All you hadda do was slam the door..." I'll bet not one of us ever really managed to actually slam that door. Right? I just could be

## A Modest Proposal

(Continued)

By Dan Rogers

wrong but I'll also bet that Tom Hanks didn't really remove that impacted wisdom tooth with an ice skate blade either.

When I actually do cut that bronze rod with a hacksaw blade, that'll be "it." Nada. No more backup rudder. Nuttin'. And there have already been times when I was quite happy with the redundancy of being able to steer with a tiller back in the cockpit. Like when I was working alone and taking another boat in tow, for example. I guess it's like that tooth that needs to make room for the next one and that's just about next.

That rudder evolution has gone on for the past year and a half. At first it was too balanced. Just flipped sideways until I made it longer. Then it fought me. So I made it shorter. Then fatter. Then I added an end plate. And on and on, never quite right. Sooooo, along came this stern hung monstrosity. It's the total antithesis of a balanced spade. It's really a lot more like the motion of a Viking steer board. Completely non balanced, it's supposed to trail along in a more or less neutral fashion until it's time to turn the boat anyway. Which brings up the next tooth to be pulled.

What we've got, now is the leftover push rod and rack and pinion unit from the 165hp IO rig that *Gypsy Wagon's* hull once put to work. It should be non reversing. It should WORK. It should work real well. Maybe tomorrow, or so, we'll get her in the water for a short test. I'll let you know how that works out. First a couple of old "teeth" yet to pull. Just as soon as the rain lets up a bit, that is.

From "whatif?" and "whatabout?" to



"you can't wipe this grin off my face!" in a New York second. Back when we used to live aboard a power boat in San Diego, Kate and I called it "dock bound." As a matter of record, our personal houseboat, *Fiddler's Green*, didn't leave the slip for the last eight or nine years we owned her. So I know the syndrome. And it can happen to anybody. Remission is possible. Recidivism runs rampant. I suppose you could say that we're, all of us, just "in recovery."

*Miss Kathleen* was rode particularly hard and put up really, really wet. All the boxed goods, cans and even some of the water bottles were still right where I left them last November. Damp mattress, wet bedding, the pervasive smell of mildew hung in the air when I crawled into her cabin after finally wrestling boat and trailer from being ice and snow bound this past four months. There were numerous maintenance and modification items on the TO DO list.

Just last night I took a big gulp and cut the rudderstock off with the Sawzall. The replacement rudder and steering mechanism is completely untested. There are only two usable launching ramps in a 200 mile circle and they both lead downhill to a raging river. One ramp still has snow on it. Shall we say that just about any excuse would do to dissuade me from breaking suction and launching *MK*?

I called Dean and persuaded him to "keep me honest" and come along on a bit of a rudder trial. True confession time, I drove about 50 miles, at one point it was necessary to literally ford a stream running across the highway while towing a boat, of all things.

At least our front lawn is only about shin deep today.



Diamond Lake is still iced over but getting slushy on top.



A couple of the other ramps within the next couple of counties over show promise. Make that possibilities, promises are a bit much. There was nothing for it but to go to the river.



So, after the requisite show of bravado, Dean backed us in, I rode in the boat to avoid one or two of the chances of falling in while leaping from a dock pinned down by flood current and river deposited flotsam and jetsam. This was the ramp with snow still on it. That's why God made four wheel drive, right?



Not exactly captured in these shots, but that current is really rippin'! I pulled the starter rope and Mr Yamaha started right up. Hmmmmmm, now what? I twirled the wheel hard over to hard over. The wash pattern was a bit indecisive, what with that 6-8 knot current running athwartships and all. I shut the engine down and signaled Dean to start the slip 'n slide back up the ramp.

I know what you're thinking, "You went all that way and didn't even take the boat off the trailer!?" And the answer would be an equivocating "sorta" until a few hours later when I finally managed to shame myself into another attempt. This time, at the other available ramp, this one on the uphill side of the dam. Not much different current speed but there's a seawall that puts a swirl to it at least. Getting dark soon, water colder'n y'all know what. Nobody exactly knows I'm here and if things go sour I guess I can anchor and await developments. Bound to be some other idiot launching a boat here in a day or so.

Sooooooo, down we go. In we go and off up river we go! That new rudder is gonna work out just fine. And yep, I'm still grinnin'. It's amazing what a little self induced shame can accomplish.



## Part 34

The last of the snow pile in the bank parking lot.



We're off to see if the latest iteration of a guard for the new stern hung rudder and a semblance of a back porch is about the right angle and height above the water and scientific stuff like that. It really should be long past that sort of thing. April Fools' Day comes in less than a week, time to get to gettin'.



This is pretty much what you can call an "industry standard" here at the Frankenwerke for figuring stuff out. I had a collection of stainless steel ladders from a collection of boats that I pretty much don't have anymore. This one looked "about right," give or take a shim here and there. My last piece of three quarter MDO just happened to be 24" by 48". That also looked "about right." With an "about right" placement of the rudder and steering mechanism, an "about right" swing of 60° lock to lock was about the best I could achieve.

The steering wheel had to be mounted to the side with nary an extra inch of cable to spare. That whole geometry was sorta left to chance. The shift and throttle control box was mounted sorta under and inside the steering wheel. Oddly enough, that also seems to be "about right."

This back porch and rudder guard has sorta morphed into a monster. The stronger and more effective it becomes as a guard, the more likely it could break out sections of the transom. I chased that one round and round until I just had to go down to the river and give it a try. Pretty much I'd rather bust the guard in a collision with a dock or something implacable. I think that would be better than knocking holes in the boat from excessive leverage.

Hours and hours of stretching and grunting and dropping fasteners and wrenches into the lazarette, fitting backing blocks and working generally by braille. Fingers all stuck together with caulking goo and not having much fun with outside temps barely above freezing.

Part of the notion is to offer a bit of leverage against a dock or even the barge in tow with the transom extension so it couldn't run just square at the ends. It had to follow something "boatshape." So, with a spline and a pencil, I came up with a mostly pleasing angle to nip the corners off at.



One unforeseen result of all this approximating is the fact that the whole shebang goes under when the boat still on the trailer and backed in far enough to launch. Not a big deal, probably just a surprise. That, and a similar thing when running at hull speed.



That's what I get with a fine ended lass. But otherwise we seem to be "about right."



Time to head home, dry that plywood out, glass, paint, hook it back on and get on to more pressing things. You know, until it's "about right."



## The Four Seasons in Almostcanada

When we first came here to live on the hard from the almost always warm waters of San Diego Bay, one of our neighbors came over to first ask, "Why?" He then went on to explain that this place wasn't all that much different than other parts of the country. There are, in fact, four seasons here. As he put it, "Almost Winter, Winter, Still Winter and Road Repair." And this year I'm beginning to wonder about that last one. April Fools Day has come and gone already. As I was sipping my morning coffee there was a white rabbit sitting on a snow pile just out the family room window. He (or she) didn't seem at all perturbed, seemed to be saying, "I'm gonna continue to blend in for some time to come."

Well, that lawnmower shed in the corner, just beyond the hopefully receding glacier, is where I store things like outboard gas tanks. So I hope the rabbit won't mind if it all goes away, and soon!



Another rite of spring here at the Frankenwerke is to make that dismal discovery that everything on the TO DO board from the Building Season just ain't gonna get done, not and still get boats on the highway and boats in the water. Not both. So we did a bit of an audition. Just yesterday. It was 55° not in the shade.

John, the Grand COOT Poohbah, invited me to bring a boat to the Depoe Bay, Oregon, boat show in April. At the time, I whined that one candidate wasn't near ready for what will exceed a 1200 mile round trip and the other one wasn't really ready either. She was stuck at the bottom of a hill, behind a snow pile on the wrong side of an ice floe. So when the sun came out and the ice was still turning to bog, I managed to get both girls out for a bit of a photo op.



The comparison to parading "the Girls" in the parlour of Madame Pinchfinger's Bordello wasn't completely lost on me. Certainly I will come to know the wrath of the lady scorned. Probably the wrath of the not scorned one, too. That's how these things almost always go. John agreed that *Miss Kathleen* was the best candidate, even though she's been to several shows already last year. So *Gypsy Wagon* got hauled off to storage and retarped.

## Another Year in Almostcanada

By Dan Rogers



And yes, I'm quite certain that I did, in fact, find my shoe laces tied together quite by random coincidence while stepping down from the ladder. Pure happenstance. So with scant days before heading off to the Oregon coast, I noticed that *Miss K's* topsides were showing the ravages of a thousand dockings. And I did have that new, but untried, razor blade scraper and, well, it WAS almost warm enough out there in the driveway to actually shuck my coat and gloves. Almost. One thing led to another.

This is Kate's view out from her sewing room. I can't say that she was offering anything like encouragement. Probably justified.



Then came an object lesson in the Law of Supply and Demand. I've had this fancy can of rattle can paint from Rustoleum called something like "High Performance Enamel" just itching to be tried. All being equal, it seems to work pretty well.



Except, when I ran breathlessly back to our local emporium of hardware delights to get another bag full of those cans, there was only one dusty denizen left. Just one and, apparently, the "reorder point" is one. No more coming in, not until I bought the damn last one. Talk about a conundrum. I guess you could say that limited supply follows limited demand.

So here we sit waiting for the pony express to bring Kate gingham and sundries, me a few paint cans. I sure hope that pony can make it through the pass before the creek rises. Sure hope.

## Another Rite of Spring

Most years I send a picture of my Lucas Boat Works hat to Dave, showing a local piece of water and the inevitable snow capped peak in the offing. Often that shot is taken in January or February. This time we're well into April. And just to further warm Mr Lucas' little black Floridian heart, I'll pass along one of his "life lesson" observations. This, in response to my somewhat indignant reaction to minimal interest in my early season boat ventures. "When your scheduled boat trip requires an iceberg lookout you can expect some resistance from the gang. Dave" As, per usual, there's a grain of truth in what the Bard of Bradenton has to say.



Today I did, in fact, get *Miss Kathleen* off the trailer and into a body of water that wasn't (completely) covered in ice. The sun was out. First mate Jamey and I had a couple hours available. Soooooooo, down the road we flew. *Spirit Lake* is about a half dozen miles long and sits at the foot of the ski slopes on Mount Spokane. I don't suppose it comes as much of a surprise but we were the only boat out and about. Not only that, we were the only boat actually floating on the lake.



Granted, if the water level gets much higher these island houses could find themselves underwater soon.





This was Jamey's first time going to sea. I turned the helm over to him while I was putting the teapot on to boil.



It was his first trick at the wheel but you'd think a guy from Minnesota would pay a little more attention to the "icebergs."



What looks like just a skim of slush actually made quite a racket when we went plowing into it. Being the only boat on the lake brought a larger measure of caution and thoughts of a certain Cunard liner from a hundred years ago. So we backed away and left the unbroken ice closer to shore alone and to its own devices. Probably prudent.

This was the first real test of the new side mounted steering and engine controls, the new rudder and the heavily messed with back porch.



Rudder and steering were just about awesome.



And that First Mate? Simply delightful! He's already put in for his own bridge chair. Comin' up, Boss, comin' up...



I think I know how to make it rain and snow. This is how I once spent much of my time. The hat, and the head attached to it, are mine. *Plum Duff*, the girl in the picture, is probably the very best SAILING sailboat I've ever had. I've had many boats, much bigger. Many, much smaller. She was just about perfect. Those palm trees in the background are lining a parking lot on Shelter Island on a blustery WINTER day on San Diego Bay. Once upon a time I sailed several thousand miles a year on that bay. Most any time I had a hankerin' I'd just shove off. Never too cold, never too hot. Sometimes you don't know what you got, until you ain't got it.



Somewhat more recently this is what winter boating looks like to this particular sailor, except this particular winter day happens to be the 10th of April. Further, I should no doubt take ownership for the unseasonable white stuff because a couple of hours earlier I was all rigged and ready to shove off to an area lake for a tow and be towed drill and photo op. Both of my current Frankenbuilds were going to demonstrate the concept, at least, that spawned their individual and collective design processes.



OK. "Design process" is a bit heady for the actual procedure. I really never know what these boats are gonna look like until I see 'em out of the shop and on the trailer, sometimes not even then. Sometimes I have to study photos of the boat(s) in the water to really get to know what it is that I've just built. Maybe you know somebody like that.

Just the day before it was really looking like we might have some semblance of spring weather hereabouts. I think the temps were skyrocketing all the way up to about 38° or even 40°. The snow piles were receding like a late Pleistocene glacier. I was about as giggly as a kid who's absolutely sure he's getting a pony for Christmas.



I had a couple of guys lined up to both help with the double road towing duties and with general crewing and photog assignments. The one available lake (without ice blocking the launch ramp) would require about a 60 mile round trip. Plan was to meet up and head out pretty early in the morning. Then it started, gully washer rain, winds in the 40s, snow. *Mea culpa. Mea culpa.*



*Gypsy Wagon* got moved back under shelter. *Miss Kathleen's* shelter in point of fact. The photo op got postponed to another day. Another month perhaps.



*Miss Kathleen* got reparked for the time being. Then the sun came out, the snow melted, it started getting warmer. There may be a message here, ya think?





## Rainy Days and Mondays



The day was both but, unlike the song, anything but a downer. Something about anchoring on a deserted piece of water with that steady drumbeat on the coach roof, no place to be and all day not to get there.

It all started out like so many of these spontaneous trips do. I was in process of putting *Miss Kathleen* away in her shelter out in the trees. The forecast for the day was dismal. Tomorrow more of the same dismal. Not what most folks would consider to be prime boating weather. In fact, I was bent over the hitch and getting ready to cast the trailer off when I noticed Jamey the sea dog supervising me from the dryness and warmth of his window seat in Kate's sewing room. Beau's exact same perch, as it turns out. I sort of said, "...wanna go?" His puppy grin pretty much answered, "Whatever you got, Boss, I'm in..." And that's about all it takes sometimes.

Eloika Lake is about a dozen miles down the road from home. Two empty trailers in the parking lot, hauling small open fishing skiffs likely. The patter splatter splash will likely have a different meaning to those guys. Anyhow, it's a nice ramp. The rain paused for a few minutes and that's all we wanted. Underway.

We're here "officially" to test the new anchor launching and retrieving systems that I dreamed up for both ends of the boat. I'm hoping to be able to weigh anchor from the aft cockpit for both bow and stern anchors. That's where the hawse pipes and two speed sheet winch already festoon the lazarette. The alternatives would imply actually going out on the foc'sl or digging my sneakers into my berth pillow while wriggling up through the forward hatch. The latest iteration(s), shall we say, had the best of intentions.

After a short loop to test vibration levels at different rpms and steering performance over the gamut of straight ahead, sinusoidal turns, backing down and such, Jamey indicated this would be an OK spot to drop the hook. Light wind with a fetch of about a mile. Grey on grey for sky and a handy dock and fence lined up in a useable range for determining anchor drag and swing. What's not to like?



Jamey's bowl already had a fresh charge of kibble with fresh water alongside. The skipper's bowl was less well thought out, leftover boxed goods (Tuna Helper) from last

year found their way into a sauce pan with water and a couple refugee cans of tuna, the other stuff like butter and milk would have to be simulated. As the cabin windows steamed up with that unlikely brew in the sauce pan on the swing stove, the next band of rain came through with a will.

Jamey said, "I'll be here, up forward, if you need me. And, while you're at it, I think something died in that pot on the stove. Maybe you should try some of those kibbles, not too bad, actually."



"But keep the noise down, I'll be checkin' for light leaks." The rain pelted for a while, sprinkled, just a bit, thundered for a while longer and, before much later than that, we were back to the ramp.



We made a just about perfect landing, of course there was absolutely nobody around to witness that ephemeral instant when art triumphs with science. But the new rudder and steering seem to be working out, just fine. All it really takes is a rainy day, a boat with a roof, a trusted mate and a little time on the hook. Tuna Helper is neither required, nor recommended.

## Braggin' Rights

When it wasn't exactly raining today it was probably hailing and, of course, there's still snow piled up in the shady areas. Well, OK, if it's always cloudy and raining I suppose that's a bit of an oxymoron. Anyhow, you'll probably think it wasn't such a contest and maybe not, but...



I think we were the first boat into Diamond Lake this season. Part of why this matters is that there was a certain "squeaky wheel" that lobbied with the Powers That Be to get the gate opened, like NOW. The launch ramp gets locked up for the winter and that gate is something that more properly belongs on Fort Knox. Dunno why it's even there but in a rather big gesture, those PTBs not only sent the guy with the golden key, they actually called lil' ol' me back and let me know it was open. And to that I say, thanks. I suspect there will be more squeaks from this quadrant yet to come but any small victory can be something to write home about. This matters how?

Tomorrow is possibly the only day in a couple of weeks with no rain in the forecast and, in celebration, the guy who runs the dock committee here at our HOA has deemed tomorrow dock moving day. I want to get a chance to test my new rudder with a tow.

And speaking of rudders, I've already had *Miss Kathleen* in and out of the water here and there about five or six times in the past couplea weeks. It is April, for goodness sakes, just not a "normal" April. But I digress.



I have made several rather precise landings alongside different floats already. The current prop and rudder combo seems to be handling about like a sailboat and that's really saying something nice. I haven't had to do it in a strong crosswind yet but certainly that's coming. This is possibly the dozenth major change of geometry to that pair. If just maybe I can get that stinkpot to do a decent flying moor we'll be some kinda happy.

So, during a short lull in the thunder bumpers and hailstorms we launched and ditty bopped around the pond for about a half hour. Nobody else, just us. Don'tcha wish you'd come along? Maybe next time.



We all have a boat in mind that we'd love to have but know it's completely out of our reach. One such boat for me was a Marshall Sanderling catboat. I first saw one in 1974 and have lusted for one ever since. So what's the big deal, this boat is only 18' long, how much could one cost? Well, a Porsche is only 16' long, you get the picture. The Sanderling is also 8 1/2' wide and has a huge gaff sail. They still make these boats and the base model is only \$42,000. Mine didn't cost that much, I got it needing work from a good guy. It may be a while before I can get around to replacing the seats and cockpit floor. Ain't she just about the prettiest thing you ever saw?



Abigail shows what they really look like.



But I have to finish the giant red *Queen Ann* first. Work is progressing, there is a floor underneath this floor that has to be totally waterproof and bulletproof to contain the water ballast. All of these hatches in the main cabin

# From the Tiki Hut

By Dave Lucas

floor are required to get to storage and fittings of one kind or another. Some of them may end up closed up permanently when everything is in. This boat will be 35' long and 8' wide and I'm outfitting it with the assumption that we'll really use it for some long trips. It'll have twin outboards under the fantail, 50 gallons of gas, an Onan generator to power things like the roof mounted heat pump, a stand up shower, 100 gallons of fresh water and everything else a yacht needs.



The side decks are on and now I can get to making the cabin so you'll see some real progress next time.



Speaking of boats we always wanted, how about this one? Texas Jim Rester got tired of the easy life on his ranch so, to shake things up a little he got this. He says that they'll use *Gypsy Moon*, I sure hope so, I told him that he could come see me, he can anchor out in the big river and I'll pick him up in *Lurlyne*.

I just remembered, Jim also had a Sanderling a while back. I'm seeing a pattern here, him a catboat, me a catboat, him a giant boat, me a giant boat, with a bunch of smaller boats in there somewhere. What happened to the old "downsize and have more fun" rule? Maybe after we downsize for a while we feel the need go to "upsized" for a while. You know what I mean.



Here is the first shot of Howard's *Big Ben* Garvey 19, plans from *WoodenBoat*. This thing is fantastic, the 60hp Merc gets it on a plane instantly and it runs pretty smoothly in a chop. He got 27mph at 5000rpm. Total cost for the build about \$10,000.



Helen and I took the dogs way up the Manatee River for a picnic. We can go a long way up this river in *Lurlyne*. We don't have rocks here in Florida so if we touch bottom it's just sand. With her jack plate up and the motor tilted I can run in about 9" of water if I stay slow. We kept going until we found a sand bar we could step out on.



# THE LIFE OF BOATS with JOHN C. HARRIS

TRACKING INTERESTING THINGS UNDERWAY IN THE WORLD OF BOATS & BOATBUILDING

Exactly nine years ago the first PocketShip emerged from the building shed. There had been no market research, no polls, no focus groups, it was simply a boat I wanted for myself. She was designed to weigh no more on the trailer than my small Honda could tow and to have a roomy cockpit and cabin. Above all she was to sail well, really well.

PocketShip #1 has been sailed hard for nine years and is one of the rare designs I feel no impulse to improve. She'll claw to windward when it's blowing old boots but ghosts along on a zephyr so easily that I rarely ship the outboard engine. With four adults in the cockpit (a payload I never anticipated) she seems to brush off physics and boils ahead, often embarrassing larger boats. In the presence of witnesses she has reeled off 7 knots, a speed/length ratio of almost 2.0.

On the strength of her early showing I decided to invest in a comprehensive assembly manual. When people tell me why they chose to build their own PocketShip it's seldom because of her sailing prowess, or her wholesome looks, or her long legs as a cruiser. It's almost always because there's a pre cut kit and that vastly detailed 280 page manual.

I've kept notes over the years on PocketShip feedback. Here are the most common questions, in order:

1. Will you be designing a larger PocketShip?
2. How big an engine can I install?
3. Is there room for a toilet?
4. How many adults fit in the cockpit?
5. Could a PocketShip be converted into a powerboat?

Since the primary design brief was for a minimalist cruiser with excellent sailing qualities, I'm continually amazed by all but the first question. (Amazed, but not discouraged. I may be a sailing purist but I'm not a snob. I own three powerboats, including a big diesel family cruiser.)

I am a notorious doodler of boats. It's what I do when stuck on the phone, waiting on a plane or late at night after everyone's gone to bed. My files bulge with "larger PocketShip" ideas. I'm going to dump a bunch of them here and for education and entertainment talk about why some work and some don't.

Keep in mind that none of these are complete designs. While in all cases the major engineering and naval architecture chores are complete, to the extent that the boats will float and work as intended, none of them have anything like enough documentation for a home builder. In most cases the drawings you see here are ALL THAT EXIST.

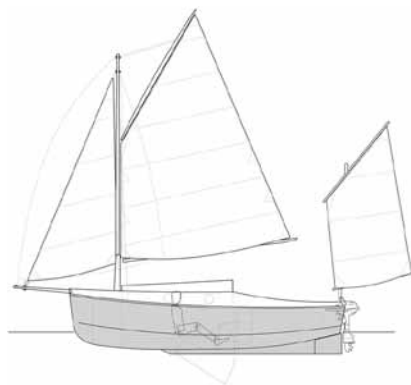


## The (Unending) Search for the Bigger PocketShip

By John C. Harris  
Chesapeake Light Craft



PocketShip 18-6	
Length: 18'6" Beam: 6'3"	
Score: 0 (Worst) to 10 (Best)	
6	Larger, More Comfortable Cabin
8	Strong Auxiliary Power (Engine)
7	Ease of Trailing
5	Ease of Amateur Construction
7	Sailing Performance
33	Score



This unfinished drawing suggests that I was unhappy and moved on. I can see why.

Given a popular design, the usual routine is simply to add a few feet of length to yield a roomier, more comfortable boat. That appears to be what I've done here, a simple stretch of PocketShip from 15'0" to 18'6". Add a mizzen and an outboard well and boom, we've got the next big thing.

While there's a rationale for keeping the fine entry and long, flat run of the original PocketShip, the resulting lines are unin-

spiring. Neither ugly nor attractive, simply uninteresting. We've gained 23% more volume but not much more headroom. Piling on several hundred additional hours of construction time rewards us with a boat that's more expensive, harder to transport and store and probably doesn't sail much better.

A dead end but illustrative of the challenge. In terms of time and money the original PocketShip works because she's SMALL. It is entirely plausible to build and outfit a PocketShip for less than you'd spend on craigslist for a boat of equivalent size and performance.

The costs increase in a non linear fashion for both builder and designer as we push beyond the one scarf joint barrier of 15'-16'. Meanwhile, in the year 2017 the North American used boat market is overflowing with fiberglass pocket cruisers in the 16' to 21' range. Most are being sold off by the pound. The desirable ones, like the Montgomery 17, are dropping in price, enough that prospective backyard builders should perforce undertake a hard nosed cost/benefit analysis. Refitting a 25 year old boat is less romantic but it'll get you sailing a lot faster.

Conclusion? If you're going to build an 18'+ cruising sailboat, it had better be because the performance parameters of your homebuilt project exceed anything you can find on craigslist. PocketShip 18-6 isn't it.

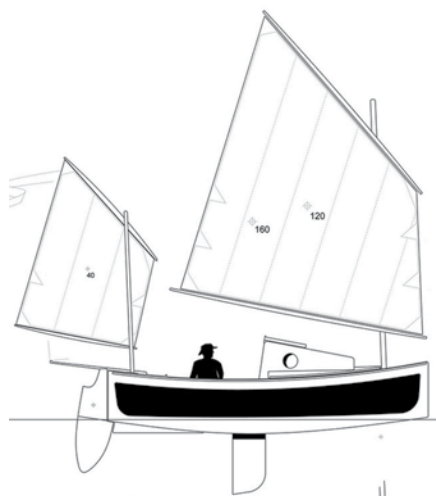
PocketShip III	
Length: 21'6" Beam: 7'0"	
Score: 0 (Worst) to 10 (Best)	
10	Larger, More Comfortable Cabin
8	Strong Auxiliary Power (Engine)
7	Ease of Trailing
4	Ease of Amateur Construction
8	Sailing Performance
37	Score



At some point I circled back and sketched this 21'6" concept. It's a more attractive boat with the outboard engine concealed in the raked transom. It's lapstrake plywood so it'd be quicker to build than the equivalent fiberglass over sheet plywood approach.



When I finished shading the drawing I was struck at once by its resemblance to the Shrimper 19 by the British builder Cornish Crabbers. While relatively uncommon in the US, used Shrimper 19s can be found for about the same cost as PocketShip III's pile of materials. Even if I wanted to release such a confusingly similar design, the economics don't support it. Might as well get this one out of the way!

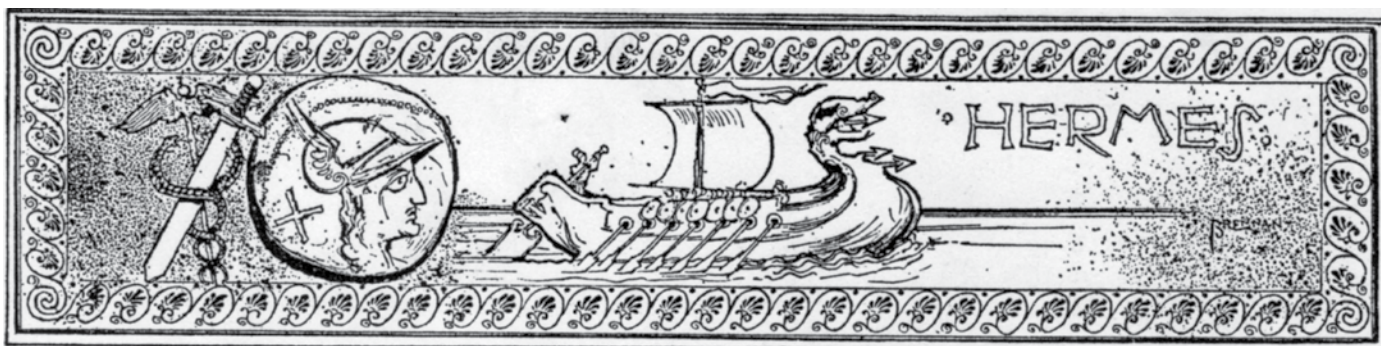


Pocket Change was an attempt at a cheaper, quicker to build variation on the PocketShip theme. While 18" longer, it's actually a smaller boat (by volume) than PocketShip and thus doesn't belong in this piece at all. But versions of this sketch got loose on the internet some years back and generated some buzz, deserved or otherwise, so a few sentences of explanation are in order.

Pocket Change can be hammered together from fir plywood and requires only a fraction of PocketShip's epoxy. (Epoxy is the largest single expense in a PocketShip other than the sails.) Plumb sides and a pointed stem further reduce the joinery involved. It never went any farther than this because PocketShip does every single thing better, from sailing to accommodations. Cheaper it is, better it is not.

Pocket Change evolved into the much more refined Autumn Leaves design, a niche boat that doesn't belong on this page any more than Pocket Change does.

"Pocket Change"	
Length: 16'6" Beam: 5'6"	
Score: 0 (Worst) to 10 (Best)	
2	Larger, More Comfortable Cabin
0	Strong Auxiliary Power (Engine)
8	Ease of Trailing
8	Ease of Amateur Construction
6	Sailing Performance
24	Score





# CHESAPEAKE LIGHT CRAFT

THE WORLD'S MOST POPULAR KITS AND PLANS



Expedition Wherry

**KITS & PLANS FOR KAYAKS • CANOES • SUPs • ROWING CRAFT • DINGHIES • SAILBOATS**

95 AWARD-WINNING DESIGNS | EPOXY, MARINE PLYWOOD, TIMBER, AND MORE | BOATBUILDING CLASSES SINCE 1994

CALL 410-267-0137 OR VISIT [CLCBOATS.COM](http://CLCBOATS.COM) FOR A FREE CATALOG AND MUCH MORE!



No greater contrast can be found in small craft designing than that between the types used on opposite sides of the Gulf of Mannar, south of latitude 9° N. On the Indian or Tamil side the catamaran and the boat canoe alone are employed; on the Sinhalese side the outrigger canoe is the national and dominant design, the catamaran being used only in the northern or non-Sinhalese part of the island and by immigrant Tamil fishermen at Colombo, with the dugout restricted to its proper sphere of usefulness on rivers and other inland waters.

The outrigger canoe called oruwa in Sinhalese and kulla in Tamil as constructed in Ceylon, is one of the most distinctive craft in the world; moreover its design has become rigorously stereotyped, a circumstance bespeaking very long lineage and an end to the experimental stage in construction. As we see it thus stabilized in design, the hull consists primarily of a long dugout characterized by a pronounced tumble-home curve along each upper side. Upon the gunwale on each side of this basal dugout is sewn with coir yarn a deep, vertical washstrake, finished off along the outer edge with a narrow gunwale beading, tied on at intervals. Typically, these washstrakes are cut from planks of jackwood (*artocarpus integrifolia*), of brilliant yellow hue when fresh (see Pl.1).

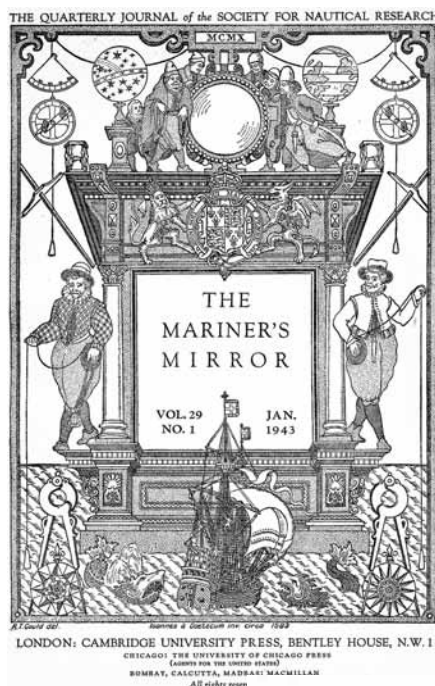
The longitudinal space or well bounded by the washstrakes runs the whole length of the canoe; it is so narrow that a passenger sitting on an outrigger boom where it crosses the hull, there are no thwarts, can usually accommodate only one leg inside!

At each extremity the washstrakes, cut away obliquely on the underside to a point at the outer end, project about 2' beyond the respective extremity of the dugout base to form the sides of a sharply pointed, overhanging end-piece, triangular in elevation and with the upper edges slightly sheered. On the underside the space between the two opposite washstrake ends is closed in by a narrow board sewn to their lower edges. But while this triangular region may be termed an end-piece, each side is actually a continuation of the adjoining section of the main washstrake; a stout vertical batten at the inner end of this end piece region serves to stiffen it against strain.

The ends of the hull are similar both in form and function; neither stem nor stern is distinguishable, for, as we shall see later, the oruwa sails indifferently either end forward.

## The Fishing and Coastal Craft of Ceylon

By James Hornell  
Reprinted from *The Mariner's Mirror*  
Submitted by Tony Ford



However, as the mast is stepped amidships, with the outrigger frame between it and one end of the hull, it will be convenient to term this the forward section, and the other, free from any outrigger structure, the after section. In this way the end adjacent to the outrigger may be termed the stem, and the opposite end, the stern, remembering always

that these terms are applied arbitrarily and do not connote any true relativity of the parts.

Five rods crossing the well, just below the gunwale beading, take the place of thwarts. One is fitted at the outer extremity of each end-piece to give purchase to the tack of the sail; one beneath each of the outrigger booms where they cross the hull, and an unpaired one forward of the 'stern' end-piece.

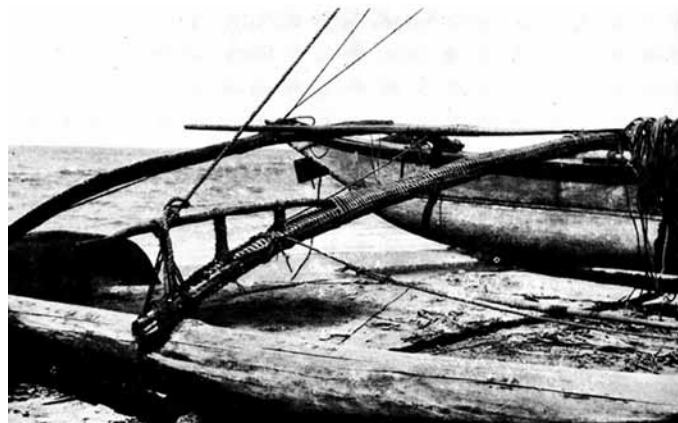
The outrigger is single. The frame consists of two booms, curving gently downwards towards their outer ends, which are lashed to a well-smoothed canoe-shaped cylindrical float of light wood, sheered slightly to a blunt point at each end. Each boom is made of a stout curved spar, strengthened by the addition of a number of rods tightly lashed on, fascine fashion, by a great number of closely set turns of coir twine (Pl.2a).

The major boom, fitted adjacent to the mast, is somewhat the stouter; in the larger canoes a strong horizontal rod is fitted towards its outer or curved end to serve as foothold for those of the crew, who, when stationed there serve as additional counterpoise weight, when a strong wind tends to heel over the canoe at a dangerous angle. The inner end of this rod is inserted under the lashings binding the fascine rods to the core of the boom; the longer free portion is supported in a horizontal position by three short uprights increasing in length respectively from within outwards in order to compensate for the increased downward curve of the boom as the outer end is approached (see Pl.2b). In small inshore canoes this fitting is dispensed with. To prevent seas from wrenching away the outrigger frame, a strong



Pl.2a. Float, booms and three-armed anchor of a Sinhalese fishing canoe.

Pl.2b. The major boom of a Sinhalese deep sea fishing canoe to show its fascine-like reinforcement and the foothold for live ballast.



Pl.1. An outrigger canoe on the beach, Mount Lavinia Ceylon.



stay runs respectively from each end of the hull to the outer end of the nearer boom.

To allow the attachment of the boom ends, two square slots are cut transversely in the upper part of the float, each at about one-fourth the float's length from its respective end. Laying the end of a boom over one of these slots, a number of turns of coir twine are passed through the slot and then over the boom, to be tightened eventually by circumferential turns around the lashing at the point where the boom rests upon the float. The inner end of each boom crosses the well of the canoe, held in place by lashings passed around the projecting outboard ends of the thwart rod that crosses the well immediately below the boom.

The rig of a fishing oruwa is a tall, rectangular spritsall of lightweight cotton tanned a reddish brown that grows ever the deeper with every application; the height nearly doubles the width. The sprit is a light bamboo spar, stepped in a wooden socket, the wings of its base lashed athwart the gunwales. The mast, a thicker and stronger bamboo, is slung from the after side of the after outrigger boom just outboard of the gunwale, by means of a lashing passed through a hole piercing its lower end. The sprit is stepped immediately forward of the same boom (see Pl.3a).

When sail is to be set, the head of the mast is thrust into a loop at one of the upper corners of the sail and the head of the sprit into one at the opposite upper corner; the sail is then raised by the united efforts of the crew. To steady and to control the spars, one backstay from the mast head and another from the sprit head pass aft to be made fast to whichever end of the canoe is functioning as the stern for the time being. A side stay, in addition, runs from the mast head to the outer end of the after or main boom.

The tack is made fast to the cross bar at the functioning fore end while the sheet passes aft to be belayed within reach of the steersman. The foot of the sail when set is, therefore, well clear of the gunwale, giving the steersman a clear view ahead.

As these canoes are employed mainly in trolling for that magnificent member of the mackerel family, the seer (*Scomberomorus commersoni*), a high turn of speed is essential. To make the best of whatever breeze

there may be, it is the duty of one of the crew to see that the cotton sail is kept continuously wet with water splashed skillfully upwards by means of a long bodied and very narrow, scoop shaped bailer; this is believed to add considerably to the speed.

As the strength of the wind gradually increases, threatening the stability of the keel-less craft, first one man and then another is ordered to stand outboard as far as he can upon the after boom, steadying himself by a hold on a loop on a lifeline stretched breast high between the side stay and the mast. If the wind gains considerably in violence, a third and even a fourth man may station himself outboard on the boom to counterbalance the increased thrust upon the sail, there are no means to reef or reduce sail. Thus it comes that Sinhalese fishermen use the number of men standing outboard to indicate the relative strength of the wind. A one-man wind is a stiff breeze; a four-man one approaches gale force.

In outrigger sailing canoes of the single type, the outrigger must necessarily be kept on the weather side in order to preserve the proper counterpoise. Now the Sinhalese design having a permanently fixed outrigger, cannot have any definite stern or fixed rudder. Accordingly, we find the two ends similar, so that either may function as bow or stern as required. In place of a median rudder, a long-bladed wide paddle is used on what answers to the quarter, working in a coir rope grommet passed through a hole in the gunwale.

On return from the fishing ground with the wind in the same quarter as on the outward run, the sail is reset on the opposite side of the mast and the quarter paddle is shifted to the other end of the boat, which now becomes transformed from bow into stern. To compensate for the lack of a keel, a narrow but powerful leeboard is carried at each end, to be used according to which end of the hull is acting as stern; each is slung from the projecting horn of the crossbar found there. No other vessels in this region appear to employ this most useful contrivance except the Indian balance-board canoes of Palk Bay and Strait. It is never used, for example, in the round bottomed boat/canoes of the opposite Tinnevely coast, whose most notable failing is the great leeway made when the wind is abeam, just the one direction most preferred by Sinhalese fishermen on their

fishing excursions, a steady and strong soldier's wind is their delight.

Minor equipment: For want of room no firebox is carried in these craft. When food is taken, it consists of boiled rice with some sambal masses of condiments as kitchen; a chatty of water is always taken. This latter and the food vessels are tied securely upon a light temporary bamboo platform lashed lengthwise over the two outrigger booms. A net for fish is sometimes stretched athwart the canoe close to the mast. No bait is carried; a ragged tuft of white cloth or a strip of snowy coconut flesh to hide the hook is all the lure required to secure a bite, provided the canoe is racing along at sufficient speed. Under favourable conditions these canoes easily reach 8 and even 9 knots, and commonly sail from 20 to 25 miles from land on the outward run. For anchor a stone is carried, though some canoes possess a killick-like anchor of the peculiar pattern seen on Pl. 2 a.

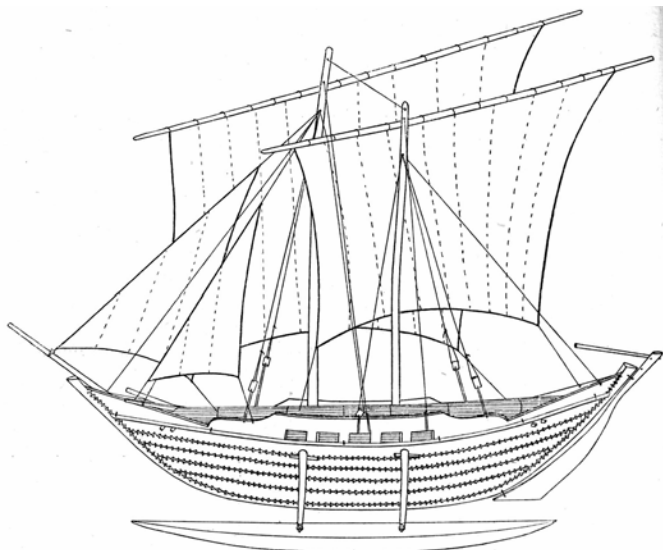
### The Outrigger Coaster

The Sinhalese are so wedded to the outrigger that they also apply this device in the design of their small coasters. These were at one time very numerous in the carrying trade between the island ports, giving such an old-world touch as we never see in these prosaic days of fussy steam and motor coasters. The yathra or yathra dhoni, as these craft were termed, averaged about 50 tons burden. They were usually fitted with two pole masts and a short bowsprit and were provided with a boomed out outrigger float of massive size, similar in shape to that of the fishing boats (Fig.1).

No iron was used in putting the hull together; the planks were sewn together with coir yarn in the same manner as is employed in building the masula boats of the Madras coast, the work rendered watertight by laying over the joints, both inside and outside, long strips torn from the leaf stalks of palm leaves, with dried plantain leaf stalks placed between the plank edges as caulking. To sew the planks together a row of closely set holes was bored along the edges of adjoining planks; through these holes coir yarn was laced and tightened over the caulking strips placed over the seams.

The ends of the vessel were similar, both sharp and sheered upwards in a bold convex curve from the rounded bottom; the design approximated closely to that of the Coromandel masula boats, but in workmanship there is no comparison between the refined and neat

Fig.1. A Sinhalese yathra dhoni, a type now obsolete.



Pl.3a. Details of the stepping of the mast and sprit in a Sinhalese fishing outrigger.



construction that characterized the Ceylon craft and the roughly put together planking of the masula boat.

The rudder was deep and rather narrow, slung by rope lashings from the stern post. In those existing at the beginning of this century iron anchors were generally carried.

No deck was provided, the cargo when loaded being protected from damage by a penthouse roof thatched with coconut-leaf cadjans, an arrangement that added greatly to the archaic appearance of these old world craft.

**Rig:** Each of the two pole masts carried a square sail laced to a bamboo yard. The foot was free and, as the height of the sail was somewhat less than that of its mast, the steersman, as in the fishing canoe, had a clear view ahead. A foresail and jib were also carried. Each mast was stayed by a shroud on each side with a backstay to the mizzen and a forestay to the mainmast. A triatic stay connected the two mastheads (Fig.1).

**Outrigger:** The outrigger booms, two in number, were strong spars curved downwards; unlike those of fishing canoes they were not strengthened, fascine fashion, with supplementary rods lashed on. They were fitted outboard on the port side, with the inboard end of each athwart the hull after being passed through openings cut in the upper strakes of both the port and the starboard side. Wooden pegs keyed the booms in position at the places where they pierced the side planking. The outer ends on the port side were lashed to the float by coir rope passed through slots cut transversely in its upper part.

These old coasters hailed almost entirely from the coast villages lying between Colombo and Galle, the southwest coast, a purely Sinhalese region save for some settlements of the so-called Moormen, the descendants of Indian Muhammadans from the opposite side of the Gulf.

These outrigger craft traded up and down the western coast of Ceylon during the north-east monsoon, usually sailing from their home ports on the first northward trip in September or October as soon as the strength of the southwest monsoon showed definite signs of weakening. The cargo brought back consisted mainly of coral blocks levered from the reefs at the head of the Gulf of Mannar, destined to be burned in the lime kilns of the south.

Later in the season the diurnal land and sea breezes were utilized, the afternoon sea breeze helping the boats along on the northward run, while the land breeze at night was favourable on the voyage south. Hence the reason for fitting the outrigger permanently upon the port side, for according to the tactics employed, the port side was always the weather side.

With the onset of the stormy weather marking the break of the southwest monsoon, these outrigger vessels were hauled ashore and dismantled. Everything was taken to

pieces, the coir sewing of the hull planking, worn out by the continual working of the vessel, being cut away, as the work proceeded. Later, whenever a spell of fine weather permitted of work or when a thatched shed had been built to give protection, the crew worked upon the reassembling of the parts, the sewing together of the planks and the renewal of worn out material. Once every year each of these coasters took on a fresh lease of life, emerging from its periodical rest spick and span as if fresh from the builder's hands.

At the long series of pearl fisheries held in Ceylon between 1903 and 1908 inclusive, a few of these craft passed southbound with their cargoes of coral; these were the last of their race; today they have ceased to exist, even their memory is passing into oblivion. Their survival, or rather their presence on the Ceylon coast until recent years, is of great ethnological interest in view of the representation of ships of related outrigger design among the sculptures on the great Buddhist shrine of Boro Budur in Java, dating back to between AD750 and AD900.

**Craft Without Outriggers**

For shore seining, for canal traffic on the backwaters and for ferry work on rivers, specialized construction is required, and the use of an outrigger is dispensed with as being a useless encumbrance on quiet waters.

### Seining Boats

Craft used for shooting the shore seine are much in evidence on the sandy, reef protected beaches between Colombo and Mount Lavinia. These, known as paruwa in Sinhalese and patai in Tamil, are roomy, broad beamed boats built on the lines of a large punt; in plan they are rectangular, the sides vertical and parallel, the ends truncate and sloped sharply downwards to meet the broad, flat bottom (see Pl.3b).

In spite of the essential difference in build, one outstanding characteristic affords evidence of their derivation from the type of hull distinctive of the fishing outrigger canoes; this is the fact that the bilge angle along each side is formed of one-half of a dugout canoe split lengthwise. The bottom of the craft is formed first by sewing several lengths of plank edge to edge in the fashion followed in building the outrigger coasters; at each end the planks, if long enough, are bent upward at an angle of about 30° to form the sloped, punt shaped ends. When the planks lack sufficient length, additional pieces are sewn on in butt ended fashion.

Each side is formed as in outrigger canoes of a deep washstrake sewn upon the tumblehome upper edge of the half dugout

constituting the bilge; the gunwale is finished off and strengthened by a narrow wooden rail, tied on by separate lashings spaced apart 12"-15". To give greater height to the sides at each end in order to hold in place the upturned ends of the bottom planking, three or four angular pieces of plank are sewn on to each end of the washstrake, as shown in Pl.3b.

At the places where these heightening accessory pieces begin to rise, a broad strengthening upright is sewed on outside. Although the two ends are similar, one functions definitely as the head, and is distinguished from the stern by the presence of two rowing thwarts having their ends let into the gunwales. A stout crossbeam, passing through rectangular slots in the forward strengthening upright found on each side just abaft the after rowing thwart, is another distinguishing feature of the fore end. Each end of the crossbeam projects several feet outboard, and while the median section is sub-rectangular in section, the outboard ends are cylindrical. These ends form carrying handles to enable the crew to manhandle the craft when beaching or launching it (Pl.4a).

The oars have spade shaped rectangular blades, lashed to the end of a long pole loom. Each works within a grommet passed around a short, stout bar of wood, lashed to the gunwale to take up chafe. A similar chafe block is attached to the gunwale close to the stern end for the use of a powerful steering paddle. As this is normally used on the port quarter, the consequent strain imposed upon the frameless sewn planking causes a sideways warping of the end planking, thereby giving a crooked twist to the stern. The same effect is noticeable in the outrigger fishing canoes, but in these the warping is seen at both ends, one twisted to port and the other to starboard, owing to the indifferent use of each end as functional stern.

Patches on the half dugout bilge region are frequently seen, secured by metal rivets, the only metal used in construction.

The seines shot by these boats are of great length; these are stowed in the wide unencumbered waist abaft the rowing thwarts. The net is shot in a great semicircle from the beach in the comparatively quiet water inside the fringing reef which runs parallel with the coast in this part of the island.

The approximate dimensions of the usual size of these boats are: length, 30'; gunwale beam, 3'8"; depth, 2'11".

### Canal Boats

In the canalized backwaters running northwards along the west coast from Colombo to Puttalam, memorial to a cen-

Pl.3b. A seining boat (patal) on the beach near Colombo.



Pl.4a. Interior of the fore end of a Sinhalese seine boat, the sewed seams and the squared carrying beam are seen.





Pl.4b. A padda boat in the west coast Racewater Canal, Ceylon.



Pl.5a. A double canoe ferry boat (sangadam), Ceylon.

tury and a half of Dutch rule and order, transport is conducted in large, flat bottomed craft commonly called by Europeans padda boats, a corruption of the Tamil name, patai (Pl.4b). These are of square-ended punt design, built on the lines of the seining boats but of stouter construction, shorter and broader in proportion to their length and without sheer at either end. To protect cargo and passengers a strong roof of split bamboo matting, thatched with cadjans and semicircular in shape, covers the waist within the gunwales, leaving the ends free for the working of the boat. Part of this roofing is movable and can be slid back over the fixed portion to afford extra light, air and freedom.

The sides are vertical, meeting the flat bottom at right angles. Framing is of vertical ribs, right angled knees and straight floors, to which the hull planking is securely riveted. A curious detail is the common employment of bronze coins, usually five cent pieces of current issues as roves for the rivets; occasionally I have even seen old copper coins (doits) minted in the Netherlands in the eighteenth century similarly used, for such coins were still in common use in peasant trade well into the present century.

The hull of the padda boat is protected either by a coating of tar or, preferably, by frequent applications of oil which colour the wood a deep rich brown, almost black.

Propulsion varies according to prevailing conditions and requirements. With a favouring breeze, a mast is set up forward, hoisting either an ordinary square sail or a rectangular sprit sail; if it be adverse and the canal bank suitable for towing, the crew track the boat from the towpath. When traversing a broad backwater or crossing a river estuary, the crew have two alternatives if the wind forbids sailing: either they may pole the boat along if bottom can be reached with their bamboo punting poles or they row their craft with heavy oars in which the loom merges insensibly into a gradually widening blade, truncate at the outer end; where possible they elect to pole, for the labour of rowing a laden padda boat is heavy and tiring.

Dimensions: padda boats vary greatly in size and carrying capacity. One that will carry 25,000 coconuts in the husk is reckoned large and measures about 50' in length, with a beam of 9' and a depth of 4-1/2'-5'. The pre-war cost of such a craft was about Rs-750 (£56).

For leisurely travel one of these boats is ideal. Its considerable beam, 6-7', gives ample room for long chairs and camp beds, while the cadjan and bamboo roof provides welcome shade during the heat of the day; at the after end the cook and crew have their

firebox. Then in the evening when chairs are pulled into the open at the fore end, life once more becomes pleasurable as the cool evening breeze drives away the stagnant heat of the day.

Everything conduces to quiet enjoyment—the fragrant scent of night flowering blossoms, the flight of myriad fireflies among the bushes like sparks struck from a smith's anvil and above all, the calm of the steady twinkling of the countless stars studding the dome of heaven; even the noises heard are soothing, the hundred voices of the nearby jungle mingling to a subdued drone, the soft swish of water lapping against the bows, or the rhythmic low chant of the poling hands as, barefoot, they tramp along the gunwales from one end to the other and back again.

#### Double Canoes

In localities where a bridge is not available within a convenient distance, ferry boats (Sinhalese angula, Tamil sangadam) are a necessity wherever road communication is dislocated by the flow of an unfordable stream across the line of traffic. The indigenous design is simple; it consists of a couple of dugout canoes connected at a suitable distance apart by several transversely laid beams, overlaid by a platform of planking (Pl.5a). Size and appointments vary with the importance of the crossing.

Since the advent of the motor car a stronger type of craft has become desirable wherever a large quantity of traffic has to be handled. This new type is constructed of two connected pontoons, carrying a substantial platform provided with side rails and a swing apron at either end for convenience in taking vehicles off and on.

#### Tamil Craft Of The Northern Province

Working out of the ports of the Northern Province, the vessels employed by the long-settled Tamil immigrants who constitute the population of this part of Ceylon are totally different from those used by the Sinhalese of the western and southern coasts. These people and, in particular, those inhabiting the Jaffna peninsula, are noted for their industry and business enterprise. These qualities have been fostered and developed by ages long intimate commercial intercourse carried on with the adjacent coastal region of South India.

The craft in use consist in the main of two types of two-masted schooners, an open inshore coaster and a fishing catamaran.

The larger type of schooner is of purely European design. It diverges in no detail from

the small wooden schooners employed in English coasting trade in the nineteenth century except in one detail. No Jaffna schooner would be considered shipshape unless a row of imitation square black ports were painted along each side, simulating the appearance of the gun ports of armed East Indiamen of the eighteenth century.

The other schooner type owes little or nothing to European contact unless it be the substitution of fore and aft sails for the ancient Indian square sail as seen on Andhra coins of the second and third centuries. Many archaic features surviving in its build and equipment bespeak a very ancient lineage.

The small coasters of this type, generally called Jaffna dhonis by Europeans are weatherly vessels running to about 150 tons burden. Known in the Tamil vernacular as padagu or dhoni, they hail mostly from the little port of Valaveddithurai. The majority are owned and manned by more than usually devout Hindus, the remainder by Muham-madans (Labbals).

Their rig is that of a fore and aft two-masted schooner with enormously developed bowsprit and head sails. Primarily the rig is European, but in process of adoption the number of head sails has been increased beyond anything seen elsewhere in India, as many as five jibs and foresails being in regular use. Stem and stern are sharp and somewhat raked; the former ends in an inwardly coiled ornamental head in Hindu dhonis, called surul, the high-stepped bowsprit being placed on the starboard side (Pl.5b). In Moslem ships no surul is seen, the stem post passing forward to give support to the bowsprit, which here is fitted in the median line.

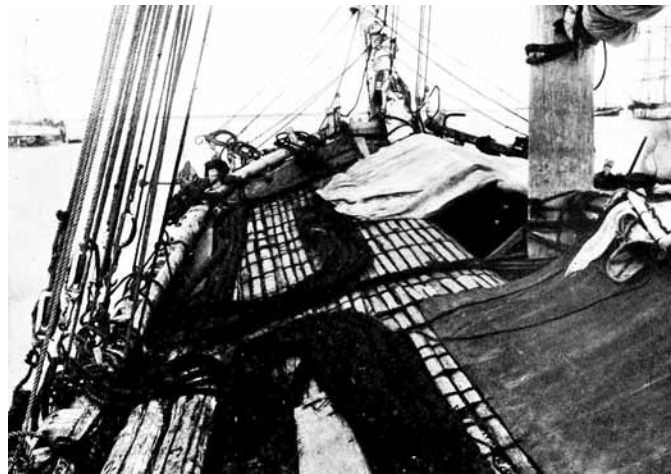
The surul in Hindu-owned padagus bears three horizontal white bars painted on the after side; these represent the three streaks of ash used by Saivite Hindus as their sect mark and the sign of their god. In these boats it has the same significance. Beneath, in a tiny recess in the bow is the little shrine of the god before which one of the crew, officiating as pujari, or priest, with the aid of an assistant, performs the simple rites of worship daily, with a more elaborate ceremonial before leaving port on any voyage. On a shelf in the recess a blowing conch and other requisites for the ceremony are usually kept. In the ritual followed a lamp is kept alight on the shelf, incense is burned, the conch blown, a bell rung, a coconut broken, libation made with the coconut water, and offerings made to the deity of plantains and betel (Pl. 6 a).

At each end of the vessel is a short decking, ending in each case in a high transverse





Pl.5b. Fore end of a Jaffna (dhoni) showing the sukul and oculus.



Pl6b. Deck view looking forward aboard a Jaffna dhoni.

breakwater, 2-1/2'-3' in height, sloped toward midships. The waist between is undecked but is covered in by a penthouse roofing of palm leaves overlaid by closely set palmyra-palm reepers or battens tied down with coir (Pl.6b). The after decking is the longer; on it is a small cooking galley or rather fire-box and several water breakers find accommodation. At the centre is a small hatchway. There is no poop, the gunwale having a clear run fore-and-aft. As ship's boats a small outrigger canoe and a fair sized catamaran are carried, both useful craft for a small coaster with restricted deck accommodation, for both may be taken to pieces and stowed away without difficulty.

The hull, usually painted or tarred black, is ornamented along each side with two parallel white ribbons, the upper being the broader. At the rise of the bow both are bent abruptly downwards, and so pass to the outer edge of the stempost. The upper widens past the angular bend to form a triangular patch of white forward of the downturned arm of the lower ribbon. The sides of the surul are also painted white (Pl.5b).

On each bow a neatly carved oculus is nailed to the black hull immediately below the angular bend of the lower white ribbon (Pl.5b). It is carefully painted in the likeness of the human eye, pupil and eyelids well defined by being picked out in black and white, the eye of the god who has his shrine within the bows. Endowed with these eyes the tindal of one of these vessels told me that his ship would be able to avoid danger; without them she would be like a blind man, blundering into danger with every step he takes!

The dimensions of a typical padagu hailing from Valaveddithurai were as follows: length between perpendiculars, 100'; beam amidships, 21'2"; depth from gunwale to keel, 14'; carrying capacity, 100 tons. Muhammadan padagus are similar in all respects save in having no coiled surul stem-head and no eyes on the bows.

These vessels are built usually of Malabar teak planking secured to frames of margosa (*azadirachta indica*). Poles of punal (*calophyllum inophyllum*) are generally employed for the masts.

#### **The Vattai or Vattal An Inshore Coaster**

Minor coast transport and lighterage at ports in the Tamil speaking districts of Ceylon are carried on by means of plank built boats, entirely open, with hulls constructed

on the lines of the schooner coasters above described, both ends sharp and convexly curved. Broad and beamy they are weatherly sea craft, well adapted to the work for which they are designed.

The single mast is stepped vertically, a little forward of midships. The rig is a short, broad lug, little removed from the original square sail. A rectangular two-sheave block is fitted horizontally on the masthead. Through one sheave hole runs the main halyard, man-handled without the assistance of any tackle; through the other the peak halyard is rove, running direct to the outer end of the yard, where the end of a vang is also attached.

This two-sheave pulley truck is a notable characteristic of these small dhonis. Equally characteristic is the love of their owners for a bright green or blue coat of paint over the whole hull. As in the schooner dhoni a backwardly coiled stemhead ornament, the surul is a distinctive feature and here again it is correlated with the dominant religion of the local population, for only on Hindu-built or owned craft is it seen.

These vessels hail mostly from Valaveddithurat; some belong to Jaffna, a few to Mannar, with odd ones at other ports in the Northern Province. Whenever a pearl fishery is held in Ceylon waters, these local craft furnish the major part of the diving fleet; the divers like them best of all the craft available; their broad beam affords comfortable accommodation, the low freeboard facilitates diving operations and their light draft makes it easy to row them when the divers change their pitch in the search for a rich patch of oysters.

Their rig, too, is well suited to enable them to make quick passages to and from the fishing ground, often from 15 to 20 miles off the coast; the wind during the lull before the onset of the southwest monsoon is a fair and following breeze offshore during the night when the fleet set sail from the fishery camp, onshore after midday when fishing operations cease. During the morning the dead calm that usually prevails for five or six hours provides ideal conditions for diving and for moving the boats about under oar power.

The name vattai or vattal is of Portuguese origin, so that here we have one more of the small coasting craft of the Indian Ocean region that owe their designation to the Portuguese term batel, meaning 'a small boat'. This fact betokens the great influence of this nation in maritime affairs in the East in former times; in the present instance the most important result of this influence was

the substitution of a nailed-on skin for one in which the strakes were sewn together with coir twine.

#### **The Outrigger Canoe**

The Tamils of the north of Ceylon and of the Jaffna islands employ no outrigger canoes except small ones carried by local schooners as their ship's boat for communication with the shore. In their design these differ greatly from the Sinhalese outriggers; the hull consists of a round bottomed dugout with such markedly tumblehome sides as to be sub-cylindrical. The ends are similar and torpedo ended, but with the extreme points cut off to give a slight truncate termination (Fig. 2).

A slight beading runs along each gunwale affording a seating and grip to several gunwale thwarts, usually six in number.

As these small craft are carried aboard what are quite small schooners with extremely restricted accommodation, the clumsy outrigger frame must necessarily be of the simplest design to permit of quick removal from the hull for easy stowage and for equally quick reattachment when required for use. The frame consists of two booms thrust outboard on the port side with direct attachment to a short, cylindrical float.

The inner end of each lies athwart the hull, thrust through a grommet fitted to the port gunwale and through another on the starboard one, each grommet being immediately tightened around the boom, Spanish-windlass fashion, by means of a short stick. When the grommet is twisted sufficiently tight, the free end of the stick is lashed down to the boom with a slip loop, easily freed by a straight pull.

The outer ends of the booms are secured to the float by a similar device, each grommet passing through a hole cut transversely in the float. A fore and aft strut connects the ends of the booms on the starboard side where they project outboard about a foot; another, at a greater distance outboard, connects and stiffens the booms on the port side. A short double fishing strengthens the inner end of each boom from the port gunwale to just beyond the port strut.

To afford accommodation at the after end for a couple of passengers or some light packages, the outrigger frame is fitted athwart the forward half of the hull. Two hands ply paddles with heart-shaped blades lashed to the end of the looms. One hand plies his paddle from the second thwart fitted midway between

the booms, the other abreast the after boom. The steersman sits on the stern thwart, wielding a steering paddle with a parallel-sided blade.

### Catamarans, and Other Minor Craft

Catamarans are used exclusively by Tamil fishermen, inhabiting the Northern Province; a colony of these men also using catamarans works out of Colombo, their fishing harbour located at Mutwal, just outside of Colombo harbour on the north side.

The type employed is usually of the three baulk variety in use on the Coromandel coast of India. In these the median baulk projects at the stern some distance beyond the side baulks. The baulks narrow in at the fore end and finish off with a pointed stem piece, lashed on and slightly sheered.

A narrow curved board with a hand grip beading along the inner curve serves as a paddle. According to size the crew consists of one or two men, who squat on their heels as they paddle. A two man catamaran runs to about 21' in overall length with a width of between 2'4" and 2'6".

Of other small craft we have dugouts (Tamil, ballam) in use on rivers and in sheltered inshore localities such as the Jaffna lagoon. They are of the rudest kind, double ended, sharp pointed, and round bottomed, without washstrakes, thwarts and inserted ribs; even strengthening pseudo ribs, relief ridges left upstanding across the bottom and up the sides, are generally absent.

Rafts: Where a fringing reef fronts the coast, the simplest of primitive rafts are sometimes used by reef fishermen. These are made by lashing lengths of bamboo or some light wood in rough fashion into a

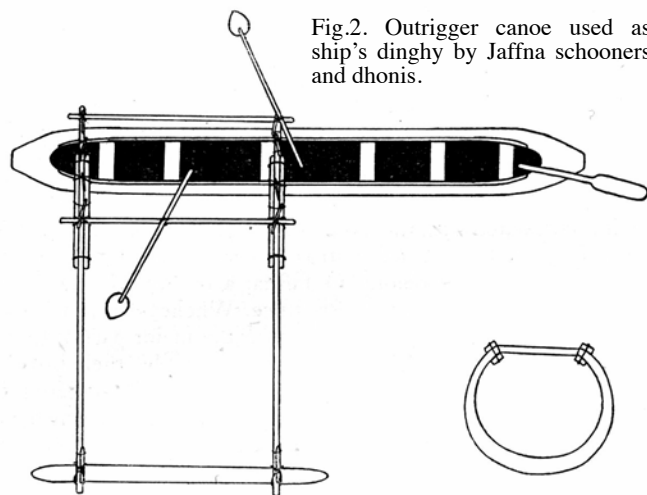
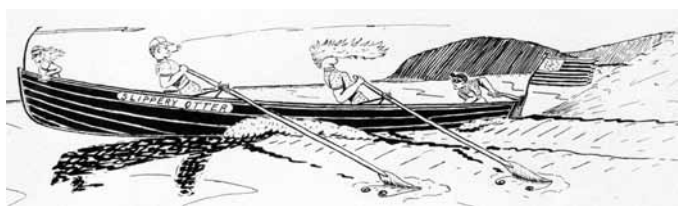


Fig. 2. Outrigger canoe used as ship's dinghy by Jaffna schooners and dhonis.

Fig. 2. Outrigger canoe used as a ship's dinghy by Jaffna schooners and dhonis.

rude rectangular platform possessing just enough buoyancy to support a single fisherman and the light wicker fish traps which earn for him a scanty living. The Tamil designation is teppam.



**To those of you who are seeing our  
magazine for the first time as a free  
sample issue:**

**Did you find it of interest?**

**Enough to want to see more?**

**Easy to do.**

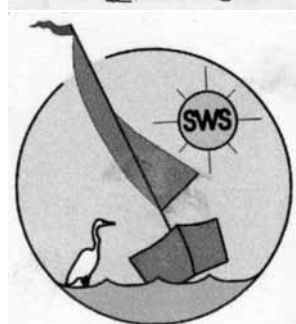
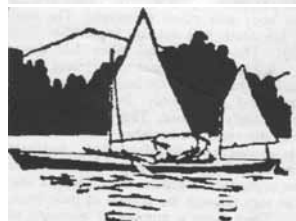
If it really grabs you just send us your check for \$32 for a full year (12 - 60 page issues) with your full mail address and it will begin to arrive in your mail with the next issue.

Not sure? Then risk only \$8 for a three month trial subscription. When that concludes we'll send you a renewal notice suggesting you sign up for another full year.

This sample issue is #670 since May of 1983. We've been around for 32 years and plan to be around for many more.

No need to send in any order form (there isn't any). Mail your check for either choice payable to Messing About in Boats, at 29 Burley St, Wenham, MA 01984-01943 with a note including your mailing address. That'll do it.

Thank you, Bob Hicks, Editor/Publisher



LOA - 31'2"  
 LOD - 27'7"  
 LWL - 23'0"  
 BEAM - 8'0"  
 DRAFT - 2'4"

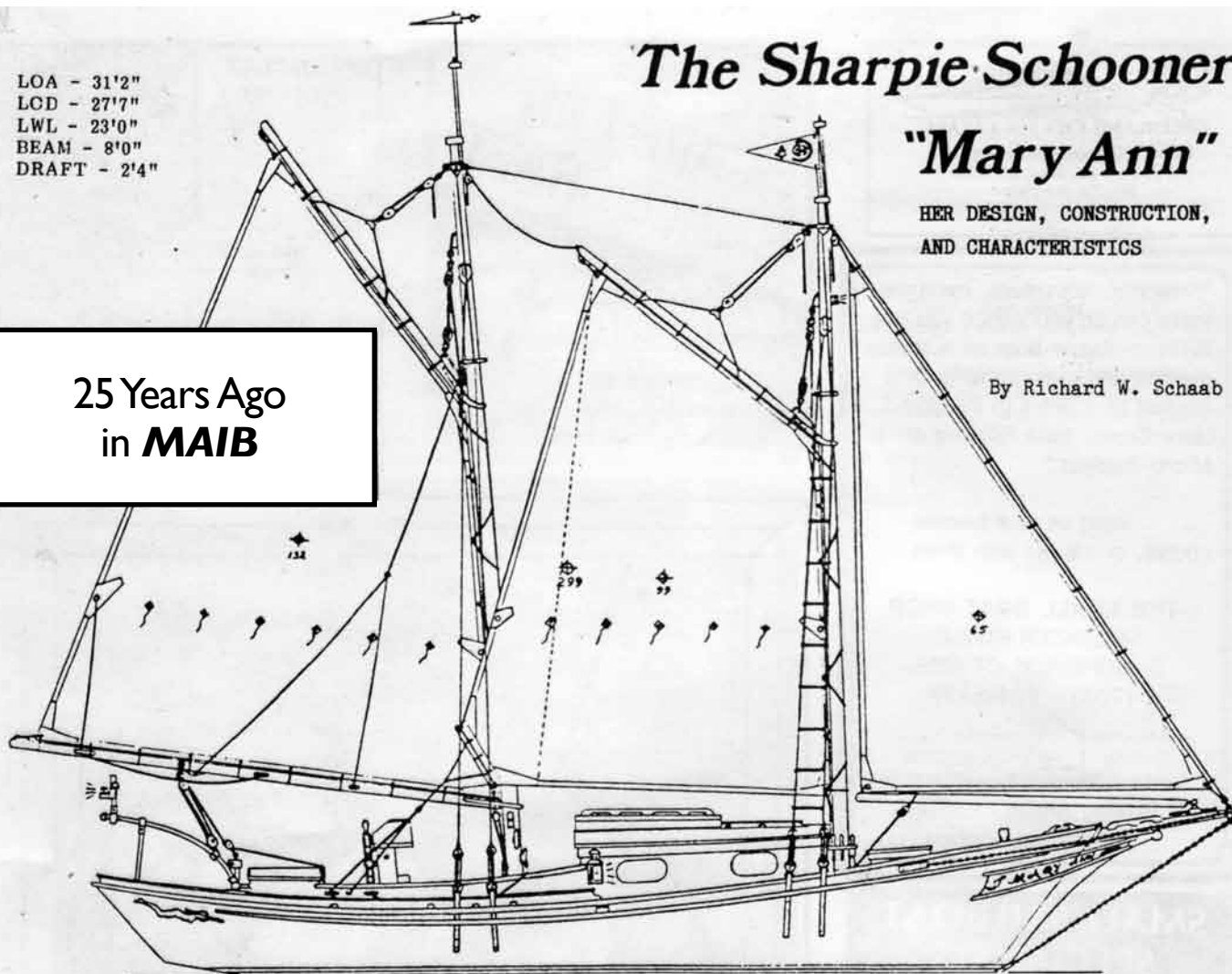
# The Sharpie Schooner

## "Mary Ann"

HER DESIGN, CONSTRUCTION,  
 AND CHARACTERISTICS

By Richard W. Schaab

25 Years Ago  
 in **MAIB**



All my life I have been fascinated by the Grand Banks fishing schooners, which culminated in such great fishing and racing schooners as the GERTRUDE THEBAULD, LUCY FOSTER, NANCY BOHLIN, HENRY FORD, and the BLUENOSE. Of course I could not afford such a fine vessel as these, and by the time I got out of high school the days of the great fishing schooners were about over. I wanted a vessel that was fast and able, and would be at home on the shoal waters of the Gulf Coast of Florida. The result was the compromise of a schooner rig on a sharpie hull. I kept the bottom configuration that of the fast New Haven oyster sharpie, but flattened out the run because she would not have to carry a heavy load. Because she was to be a yacht and not an oyster boat, I gave her more flare, more freeboard, more sheer, a clipper bow, and a short bowsprit to lengthen out her schooner rig. I figured I would still have her when I got old and I didn't want

any feature that I couldn't handle easily alone in my third and fourth quarter of a century. As of 1991 I am 78, and I still handle her easily alone, including going aloft if necessary.

The bottom profile was that of the fast oyster sharpie that could poach and run over the shoals without getting caught. The larger racing sharpies had been logged at 14 knots over a measured run. I got the rule of thumb by reading Chapelle. This was: "A straight line sloping aft from just above the water line forward, into a gentle curve amidships, and a straight line sloping upward aft for the last third of the waterline." I started my bottom chine line from about three inches below the waterline forward to eliminate slapping when at anchor. It does not seem to hurt the speed, and along with an extremely sharp bow at the waterline she does not pound any more than a round bottomed boat. When it gets rough, of course, she heels enough to

present a V shape to the waves, and this too cuts down pounding. With the flare, and the wide rub rail she is very dry.

The schooner rig is a joy to handle. Sharpie hulls and schooner rigs are both great for self steering. This boat is most happy with steering herself, even when the wheel is not lashed. She can be trimmed to steer herself on any course except straight down wind, wing and wing. The first time I took my wife out, after motoring out of the marina, I got up the mainsail, shut off the motor, and then went forward to get up the foresail and jib. The boat was already sailing herself.

"Come back here," Mary Ann screamed. "I don't know how to steer this thing!"

"You don't have to," I replied, "All the time I was building her I was teaching her to how to sail."

After she calmed down and observed what was happening, she believed me. After having experience with others steering,

she decided that she would rather have her namesake steering herself. People who are used to sailing modern rigs have trouble adjusting to the easy going sailing of a schooner. For instance I have mystified people who didn't notice me nudge the wheel a little when I gently told the schooner to come about, and she obeyed my command. The sails are self tending except when I have the overlapping foresail on. I prefer sailing with the boomed foresail except when cruising. With the overlapping foresail on, it is easier to do short tacking under jib and mainsail, unless you are young and enjoy sail handling.

When I first launched her nearly every boat in the harbor wanted to measure her for speed. I cheated. I told them to follow me and I sailed a course slightly off wind. I could sail away from them as long as I was not tightly close hauled.

One time Mary Ann and I were sailing home down wind. The schooner was sailing herself without the helm lashed, by the trim of her sails alone. Mary Ann was sitting forward in the cockpit and I was sitting on the deck box. A friend of mine tacked along side with his 26 foot sloop and asked me if I wanted to race. "Sure," I said, "just follow me." Neither Mary Ann, nor I, even moved a muscle. The other boat trimmed to our course and started falling behind. When they were about a quarter mile behind they gave up. The next time Jim saw me he told me he didn't mind me beating him, "but did you have to do it no handed?"

The formula for a normal displacement boat would figure her hull speed for her 24 feet in the water, when under way, at about 6.1 knots. The formula used for displacement sharpies and scows would put it at 7.3 knots. My hand held knot meter only registered up to 7 knots, so I never measured how fast she could go, but I have passed large boats that were obviously at hull speed, as evidenced by the waves they were making.

The Mary Ann is too heavy to be called a planing boat, but she has a tendency to plane, rather than making a boat-swallowing quarter wave. The run is flat. For this reason her top speed can not be figured by formula. She will sail as



fast as you dare to sail her in a strong wind. She has a lot of reserve stability when sailed down to the rail and going fast, but not so much if stalled. It is best to keep her going fast if carrying a lot of sail in a strong wind.

I had some white oak left over from the '30's for the stem, stern post, deadwood, frames, and deck beams, but it was so hard that I could not cut it on my bench saw with my carbon steel blades, so I took it to the mill room of a lumber yard and they couldn't cut it either. I found another lumber yard with carbide blades and I had them rip it to the dimensions I wanted. When I drove the serrated bronze nails that I used for planking, I had to drill a hole within .010 of nail size and then I could not pull a nail. It would break rather than come out. Besides that I used resorcinal glue on all mating surfaces.

The keelson, chines, and longitudinal stringers are all Douglas fir. The trunk logs are Philippine mahogany, as well as all rails, rail caps, and coamings. The centerboard trunk and bottom are 1/2 inch fir marine plywood and the topsides are 3/8 inch of the same grade. The trunk is offset 15 inches and the height is in three levels with the upper level coming up into the deck box. Below the galley is built into it in such a manner that the centerboard case can not be detected. The part of the

centerboard case that can be seen from the inside of the cabin is covered with 1/4 inch mahogany plywood and finished bright. Having it offset certainly improves the room in the boat, but does not affect the sailing qualities of the boat.

The round stern is planked with 1 1/8 inch fir vertical staving with edge nailed and glued joints. After 20 years this still looks like a solid transom with never a seam visible. In subsequent designs I laminated the round sterns with 1/8 western red cedar veneer. This is easier and lighter construction and holds up well.

I built the hull upside down, which made it easier to plank and cover with dynel, a fabric used like fiberglass, but more abrasive resistant and less likely to wick up water if damaged. I used a flexible grade of polyester resin, which admittedly is not as good as epoxy, but in twenty years has caused me no trouble on the hull, but has checked on the deck. I hopefully have corrected this by adding another layer on the deck in 1989. I used epoxy this time. I have had some trouble with checking on the deadwood and rudder, which could be caused by some water absorption. All in all, though, the boat has required very little maintenance. The topsides need paint about every seven years and the deck every other year. I haven't found a bottom paint



# GOOD OLD BOAT

For the  
Love  
of Sailboats

Cruising sailboats  
Trailerable sailboats  
Homebuilt sailboats  
Large and small sailboats  
Good old sailboats

The magazine that every  
do-it-yourself sailor needs

## Good Old Boat

Get your free copy today!

Go to: <http://tinyurl.com/pxssdyf>



### Building Skin-on-Frame Double Paddle Canoes



HILARY RUSSELL

A valuable book for building any skin-on-frame canoe, kayak, or rowboat. Plus the chapter on using willow for ribs connects ancient techniques with modern materials and design.

"inspiring...very clear and concise... elegant simplicity..."

**Iain Oughtred**

"...a logical progression...a good bibliography... and a list of sources"

**Nim Marsh, Editor, Points East**

"...graceful and beautiful craft."

**Matt Murphy, Editor, WoodenBoat Magazine**

"Hilary Russell...has demonstrated...how to build a vessel that combines beauty and practicality to a degree rarely achieved." **George Dyson, Author of Baidarka**

To order Visit

[www.berkshireboatbuildingschool.org](http://www.berkshireboatbuildingschool.org)  
plus plans, parts, classes and more

as good as the tin based paint that was banned about four years before this writing, so I have not repainted the bottom, and in fresh water it was still not fouled after three seasons.

I installed the keel and rudder before turning the boat over. The keel runs in a straight line from three inches deep at the bow to two feet at the stern post. It is a full two inches wide and through bolted to the heavy white oak floor timbers on the inside with 1/2 inch galvanized bolts. The bottom of the keel has a 2x2 inch hot rolled steel bar running the length of it. I used this to help stiffen the bottom and to absorb the shock in case of a grounding on a rock. After putting several coats of paint, bare metal primer, red barrier paint, epoxy paint, barrier, epoxy, barrier, in that order, on the metal, I got thinking it would be a shame to scratch that paint with a grounding, so I put a one inch strip of oak on the steel to protect the paint. In twenty years I have not seen a blister of rust on this steel, but the oak is in bad shape, mostly from running it over steel rollers when winching the boat on and off the cradle to and from the trailer in spring and fall. The boat is so stiff fore and aft that I often suspend it with the heel of the skeg on a block on the floor and a jack on the keel at the bow, in order to clean and paint the bottom. Of course shores are used to keep it from tipping.

When time came to right the boat I built two rolling cradles with flat sections every 45°. I figured I could do it myself, but wanted the kids to have a lesson in moving something heavy, so I enlisted their aid. We rigged blocks and tackles from the ceiling, some to lift, and some to check, and also used jacks to start it. We landed the next flat section on rollers so we could move it over as we progressed with the rolling. Section by section we turned it over so it was right side up. It was not difficult.

The rudder is 1 foot 10 inches deep, 2 foot 10 inches long and bronze strapped to a 1 inch solid bronze shaft. The shaft goes through a bronze tube that has a bronze bearing at each end and there is another bronze bearing at the base of

the keel. The post extends above the deck high enough to clear the engine hatch and a bronze fitting for a tiller is keyed to the end. Below the engine hatch is a heavy white oak quadrant for wheel steering. These fittings are all hand made and are stronger than any I have ever seen on commercially built boats this size. The fitting on the rudder post is made from the hub of a bronze propeller and the tiller fittings are made from the bronze folding stanchions of a 38 foot Coast Guard Motor Life Boat that I had a hand in converting to a schooner for the Sea Scouts. This is another story, but I must say she made a very good sailing vessel, as she had good lines, from back in 1910, when motor vessels were given fine lines.

The quarter deck is raised 3½ inches, with the break coming at the after end of the cabin. I did this for two reasons; one was to get the bottom of the cockpit higher for better drainage, and the other because I liked this feature on the Down East fishing schooners. The bulwarks go from this break forward with the top of the rail cap flush with the quarter deck, which gives the appearance of the sheer line being in one sweep. The quarter deck rail is 3¼ inches high above the sheer line. I found out while installing the bulwarks why you don't often see them on modern boats. There is an edge set that makes this installation very difficult even with steaming. If I would do this again I would laminate them, as I did with the stern rail.

I built the cabin higher than I would do it for myself. I built it so my wife, who is 5 foot 1 inch could stand up under the large companionway hatch. Any headroom that is over a good sitting headroom is useless in a boat unless the tallest person using the boat can stand up. This would be impossible to get in a boat of this type, as small as it is. Later I made portable walls that can be placed under the removable companionway hatch to make full headroom under it when not under way. This is not worth putting up unless one is going to stay in one harbor for more than one day. It has screened openings with sliding closers. I made the roof of the cabin removable

with six bolts holding it down, so I could get the boat in and out of my shop door when on it's cradle. Later I made this unnecessary by lowering the cradle and the rails for the companionway hatch.

The inner stem, of stout white oak, is sided 2 full inches and molded 4 inches. It is joined to the keelson with a stout knee. The stem rabbet is just a bevel in a straight line on the inner stem and an outer stem is sided 2 inches and molded 4 inches at the bottom and sweeps to 2 feet at the upper end to form a clipper bow and a billet head. A 3x3 inch white oak sampson post goes through the deck and is mortised into the stem knee. There is a similar sampson post just aft of the rudder post. A 6 foot bowsprit clears the deck and is mounted on the stem head with a tennon in a slot on the bottom of the bowsprit so that it can slide under the rail cap knee and the base can mount in a shallow notch in the sampson post with a mortise and tenon besides. The bowsprit is square, clearing above the deck and changes to octagonal and then round outboard. The bowsprit can be easily removed by releasing the bolt above the gammon irons, removing the screws from the shroud chainplates, and unshackling the bobstay. Then pull straight out.

The fore deck is a little over 7 feet long and has a hatch. Under the hatch is a removable container X-shaped to fit a flaked anchor line. It is openly built for ventilation, and does not extend below the deck beams, hence taking up no room in the cabin. In fact one reaches up on each side of it to fasten or release the hatch latches. It contains about 200 feet of  $\frac{1}{2}$  inch anchor line, and this goes through an anchor rope fitting in the center of the hatch with a hollow plug to make the hole water tight. I keep a 25 pound kedge anchor cockbilled on the side of the bow ready to be released at a moment's notice.

The fore mast is stepped through the deck and heavy white oak mast partners to a heavy white oak step. The advantage is that when wedged it can stand alone without the shrouds and stays. The main mast is similarly stepped through the bridge deck. I used to step

these masts working alone by mounting a gin pole on the fore deck and using this to set the fore mast. I would then lift the main mast in place with the main boom temporarily set on the fore mast. I now use the Club gin pole, but it takes another man to turn the crank. I use dead eyes and lanyards for the double shrouds on each mast. I made the deadeyes of rosewood and soaked them for a day or so in linseed oil. After 20 year's use they are as good as new. Try that kind of life with turnbuckles. I am now using black lobster pot warp for lanyards and find one take up in the spring will last all season. I have white oak ratlines lashed to the starboard fore mast shrouds and go aloft on them to attach the main stay, but keep thinking I will have to simplify this pretty soon, so I won't have to go aloft. Maybe this year I will rig a tackle so I can rig the mainstay from the deck. We use lazy jacks on the booms so the sails can be lowered even when sailing down wind without the sails going overboard. I use a vang on the fore gaff, but this is not necessary on the main gaff, as thanks to the rake of the main mast, the gaff does not sag off very much when close hauled. In fact the sail can be made to set so flat that I use the mainsail to help her along and reduce rolling when motoring to windward. With a gaff sail the flatness or draft can be controlled with the peak halyard and the traveler setting. The sails can be raised or lowered easily single handed, as the boat will start sailing herself as soon as the mainsail is raised. She will balance under main and jib or fore sail alone, but I prefer reefing in a gale. She can be hove to under any combination of sail. If one can not use the centerboard because of shoal water she can be sailed to windward without it, though admittedly not as close. She is very easy to handle as long as you don't try to sail her like a modern jib headed sloop. Easy does it.



### Simply Messing About In Boats Shirts & Tote Bags

Featuring Ratty's Beloved Quote  
from *The Wind in the Willows*

See our classified ad for  
additional information

[www.messingabout.com](http://www.messingabout.com)

### WEST WIGHT POTTER OWNERS WEB SITE

Technical & Modification Data

List of Potter Owners Worldwide!

Great Sailing Stories & Helpful Tips

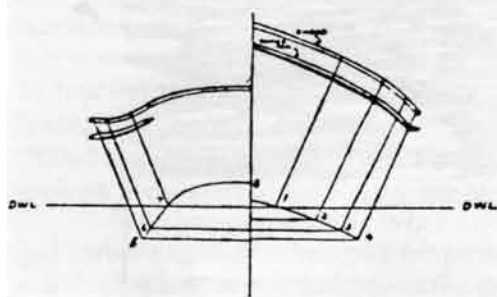
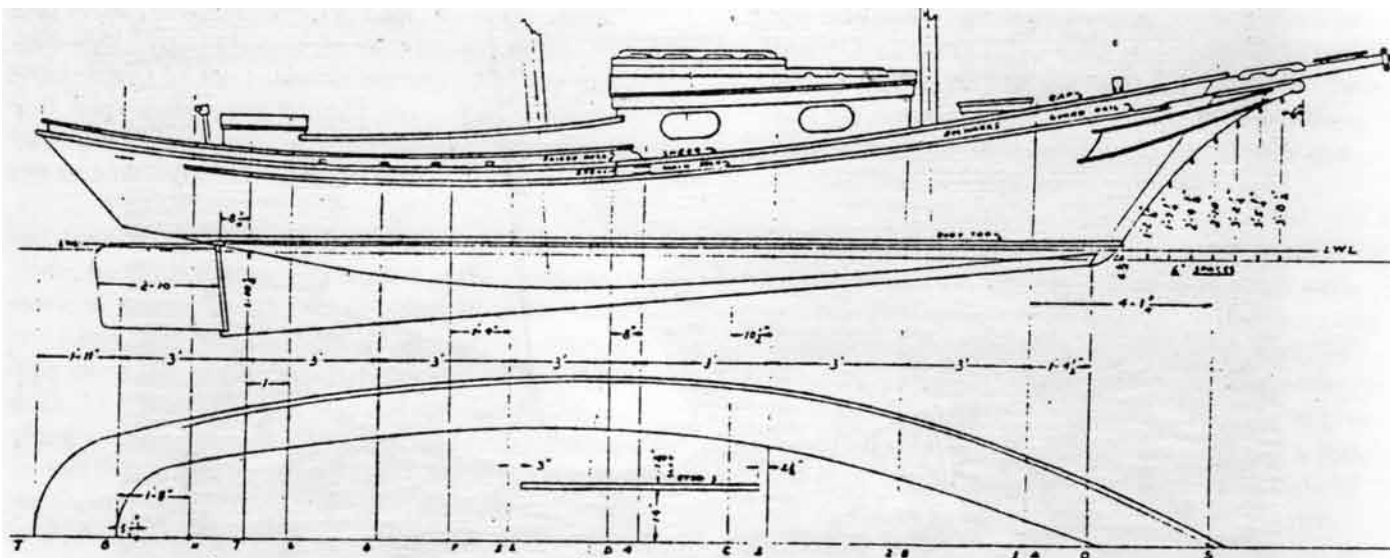
No Dues.....Just Information!

[www.wwpotterowners.com](http://www.wwpotterowners.com)



MAAS ROWING SHELLS  
AB INFLATABLES  
TRINKA 8, 10 & 12 DINGHIES  
HONDA OUTBOARDS  
THULE RACKS  
ROWING INSTRUCTION  
55 Spicer Ave., Noank, CT 06340  
(860) 536-6930





## The Sharpie Schooner "Mary Ann"

HER DESIGN, CONSTRUCTION, AND CHARACTERISTICS

(Conclusion)

By Richard W. Schaab

The cabin trunk is 6 feet 6 inches long inside. The 3/8 inch plywood sides drop down inside the carlines and have a full 1x6 inch log outside around the front and sides. There is a molding around that. There are two 1/4 inch oval portlights on each side and two 7 inch bronze opening ports with 1/2 inch glass in the front wall, screened, of course. These are left open at all times the boat is not in use except when there is a really bad storm. Rain water seldom comes in, as they have baffles top and sides. With mushroom deck vents and louvered vents in the companionway doors this boat is so well ventilated that it has never had any rot or mildew and is always sweet smelling. Of course the heavy coating of Cuprinol on all inside plank and frame surfaces helps too.

The galley is built integral with the centerboard trunk, which I believe I mentioned is 15 inches off center to starboard and is in three levels for height. Starting aft at the bulkhead is a shelf for the two burner primus stove which can be either set on it or mounted on gimbals, depending what kind of cruising you are

doing. Under the stove is a sliding door. A five gallon water bag is below along with the battery, and miscellaneous storage. The fuse panel is on the bulkhead under here and the pull switches are above the counter top on the bulkhead. This includes the main switch, running lights, anchor, masthead bow, and binnacle lights. The running lights are large antique fresnel lamps that can be fueled by either kerosene or electricity. There is an electric bow light above the spreaders on the fore mast. A kerosene bow light may be used on the fore side of the pin rail. Oh, yes, there are wooden belaying pins in the pin rail, and wooden cleats on the main mast. The booms and gaffs have jaws.

To get back inside the cabin, the stainless steel sink drains outboard and has a hand pump for fresh water supply. The silverware drawer under it is U shaped to clear the drain hose. The top of the well is lowered here to allow for a deep drawer under the silverware drawer. More storage under the sink, is reached by a hand hole on the fore side reached from the bunk.

The V bunks forward have a division aft for leg room when sitting on them. There is storage under them reached by tipping up the divided mattresses and removing cover sections. On the port side there is a quarter berth that provides seating across from the galley and extending under the bridge deck. Between the quarter bunk and the part of the well that goes through the deck is an ice box that slides completely under the bridge deck, but pulls out on rails when the top opening lid must be opened. Two bags of ice may be placed around the inner plastic food box, which is removable. I built this box to fit the space. There is an inner and outer box of mahogany plywood separated by 2 inches of foam insulation. The inside is coated with epoxy with a white pigment in it. The drain, equipped with a petcock drains into a plastic jug.

The dish racks recess into the bulkhead aft into the deck box behind the centerboard case and is removable. The deck box has no bottom and was originally intended for a hanging locker. There is



another box in it for the small stuff and the bell and horn when the boat is at mooring. In the part that is still open I store the mop and brush and hang coils of dock lines and spare line. The The four part tackle for lifting the 100 pound centerboard works inside between the pulley on top of the well and the bottom ledge and comes out the back of the box. This pennant is the only visible clue that the boat has a centerboard, and many sailor visitors are surprised when I tell them she is a centerboard boat.

The cockpit has doors opening to storage on the sides and drains into the motor well. At the aft end there are three hatches. The middle one is above the well and the gas cans go on one side and the motor can be stored in a compartment under the deck that opens to the well and is closed to the interior of the boat, but is well ventilated. This is where the motor stays out of the water during the sailing season, when the boat is used for sailing and goes anywhere under sail alone, including mooring and docking if the occasion arises for docking. The bottom of the well closes off with two doors hinged to the side. The doors have an opening to go around the motor when it is in place, but this is also closed off when the motor is not mounted. The doors are not tight enough to prevent drainage, but they sure eliminate a lot of turbulence. The top of this section is closed over the motor with a flat cover that slides off. This can be used as a seat when steering with the wheel. The boat can also be wheel steered standing, or sitting on either side of the wheel.

I have a diaphragm pump mounted on the back outside of the deck box. Hoses go to check valve intakes on each side of the bilge separated by a Y fitting with valves to direct the water from either bilge. In the twenty years I had this boat the pump was used only once. This was when my son, John, had it out with a friend of his. I went down to the boat after they got back and found the sails drying out. John called and said he wanted to tell me what happened to the boat.

"Wait," I said, "I'll tell you! Your heavyweight friend went up the mast while you were sailing and you dumped it over."

That proved to be the case. They went masts in the water and took some in through the open hatches. The waves must have splashed in, as I have careened the boat 90° to scrub the bottom. At this angle water does not rise over the cockpit coaming and no water comes in the open hatches. The masts are strong enough so you can careen the boat with the halyards. It still has a positive righting moment from 90°. I put more ballast in after this happened. Anyway the boys righted the boat and kept on sailing.

The hatches on both sides of the motor well give access to the turnbuckles on the steering cable, as well as providing storage. I store a 35 pound Danforth storm anchor and about 350 feet of anchor line in the starboard locker. I also store the running lights there when they are not in use.

The steering pedestal has a tray on top on which the binnacle is placed when in use. Otherwise it is stored under the V bunks. The wheel, a home made wooden one, is also removed and put in the cabin to avoid being stolen as an object of art, if not for practical use. The tiller can be mounted in a matter of seconds if necessary. It turns a little hard if the tiller lines are left on, but the boat needs very little steering to keep it on course.

I put pipe davits on the stern with a boom horse and the main traveler mounted across them. I found it was more trouble than it was worth to hang a dinghy on the stern, so I shortened the davits and just pull the dinghy up on the stern deck between the davits. This works out very well, even though the dinghy hangs with it's stern outboard. This makes a good place to stand and fish over the stern, when the dinghy is not aboard, as the davits and horse are almost waist high. I was showing off sculling the boat one time when I broke the oar and went over the side, but I caught my knees on the davit and didn't even get wet. I scarfed the oar together, eliminating the weak spot.

The fore triangle base is 10 feet and the jib club is 8 foot 8 inches. The jib is the maximum size it can be and still be self tending. The club slides fore and aft on a bronze bar mounted on the bow sprit so the draft of the jib can be controlled and it will slide forward so the jib can be lowered without binding without the use of a jack line

The sails were made new in 1988 of five ounce dacron by Mathews, formerly of Cedar Springs Michigan, but since moved to 230 S Channel Haven, Wilmington, N.C. 28409. I requested vertical seams for strength and tradition. The leeches are straight or very slightly concave, which makes the leeches set flat with no battens. The sails have built into them the exact draft that I requested. I have never seen better setting gaff sails. This is a tribute to Mr. Mathews, who understood what I wanted and was able to give it to me. Perhaps it was his training in England that enabled him to make perfect gaff sails. From what I have seen of gaff sails on catboats I was beginning to think that making a proper setting gaff sail was becoming a lost art. Of course one of the tricks of making the sail set right is peaking the gaff right and also spacing the sheet right on the traveler. The original sails, I cut from a cotton mainsail off Harvey Nedeau's 40 foot Alden Sloop "Romahajo." I kept these long after they were worn out because I didn't like to work with dacron and I had despaired of ever finding a sail maker who could make a decent gaff sail. I was wrong, and I'm sure there are others who can do this, I have never heard about.

The boat has 2 inches of styrofoam under all the decks. This is both for insulation and for positive flotation. Besides this there is styrofoam packed into the fore peak and the lazarette. It is also packed under the cockpit floor and below the storage spaces on both sides of the cockpit. Since this is more than needed to float the 1000 pounds or so of ballast, some could be taken out for additional storage space in the remote case that it would be needed. The steel shoe weighs over 200 pounds



and the rest of the ballast is cast in 1½ inch thick plates of lead fastened to the underside of the floor boards. These floor boards are in small sections of plywood with mahogany strips glued over them, so each weighs about 50 pounds and can be easily removed. The boat weighs about 5000 pounds with everything in it. I have a tandem wheeled trailer to haul it with. The boat has been kept inside every winter except one since I had it. That winter I put a plastic cover over a deck frame. That spring I recovered the deck because more checks had appeared.

Last year a free lance ship captain wanted to buy her to use as a charter boat for six, but I told him she was too small for six people and the last I heard he was going to get a larger boat of this type built. The last I heard from him he was first mate on a tramp steamer, but was planning to captain a tug in the Caribbean. It's hard to keep track of a guy like that.

I used a four horsepower outboard motor in the well at first, and it would give me about 5 knots, but I had trouble getting out of a narrow channel against a wind of 30 knots or more. I tried three times, getting a fresh start before

rounding a bend into the wind. Each time I was driven back. I then got up some sail and between the sail and the engine I got out. This made me think about a bigger engine, since at that time I was still thinking about some extensive cruising. I bought a 7½ horsepower long shaft Mercury. The boat can use either long or short shaft, but I didn't want to chance it coming out of the water in a seaway. This motor has not been used much, since I prefer sailing to motoring, but will give about six knots and is very adequate for any use I have been able to put it to.

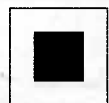
Since I wrote the forgoing account I rigged the mainstay so I can set it without going up the mast. I also removed most of the oak shoe below the steel shoe and replaced it. I was surprised at how easily the bolts came out and they were in such good condition that I used them over again in the same holes. These were short bolts screwed into blind holes that I had tapped into



the steel shoe when I built the boat. I set them in anticorrosive grease. I also purchased a gallon of copper based ablative polymar paint for the bottom. Since this is a multiseasonal paint I intend to put on three coats and hope to get three seasons use out of it.

I have no problem at my age of handling the boat alone both in the water and out, where I winch it off the trailer to the cradle and pull it into

and out of my shop with my car and a rope and single block attached to the back wall, but I am old enough to know that as much fun can be had with a much smaller boat. Inasmuch as I do not care to cruise without my wife, I might be persuaded to sell my pride and joy to the right person.



# By-The-Sea

[www.by-the-sea.com](http://www.by-the-sea.com)

- Boat Dealers
- Boat Builders
- Marinas
- Boats For Sale



- Nautical Books
- Plans and Kits
- Weather Instruments
- Free Classified

Tel 508-240-2533 Fax 508-240-2677 Email: [info@by-the-sea.com](mailto:info@by-the-sea.com)



# Bolger on Design

## Training Dinghy Concept

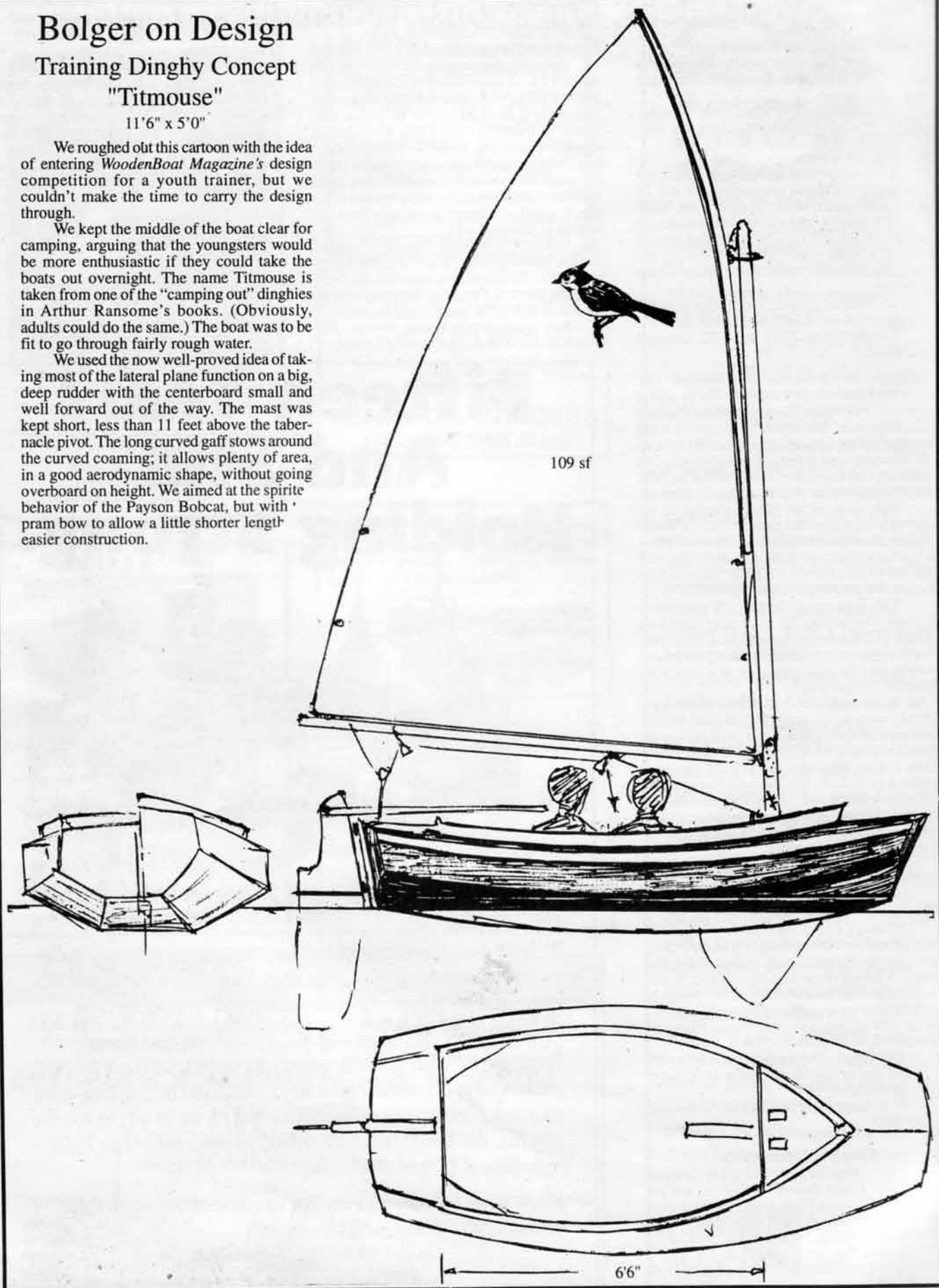
### "Titmouse"

11'6" x 5'0"

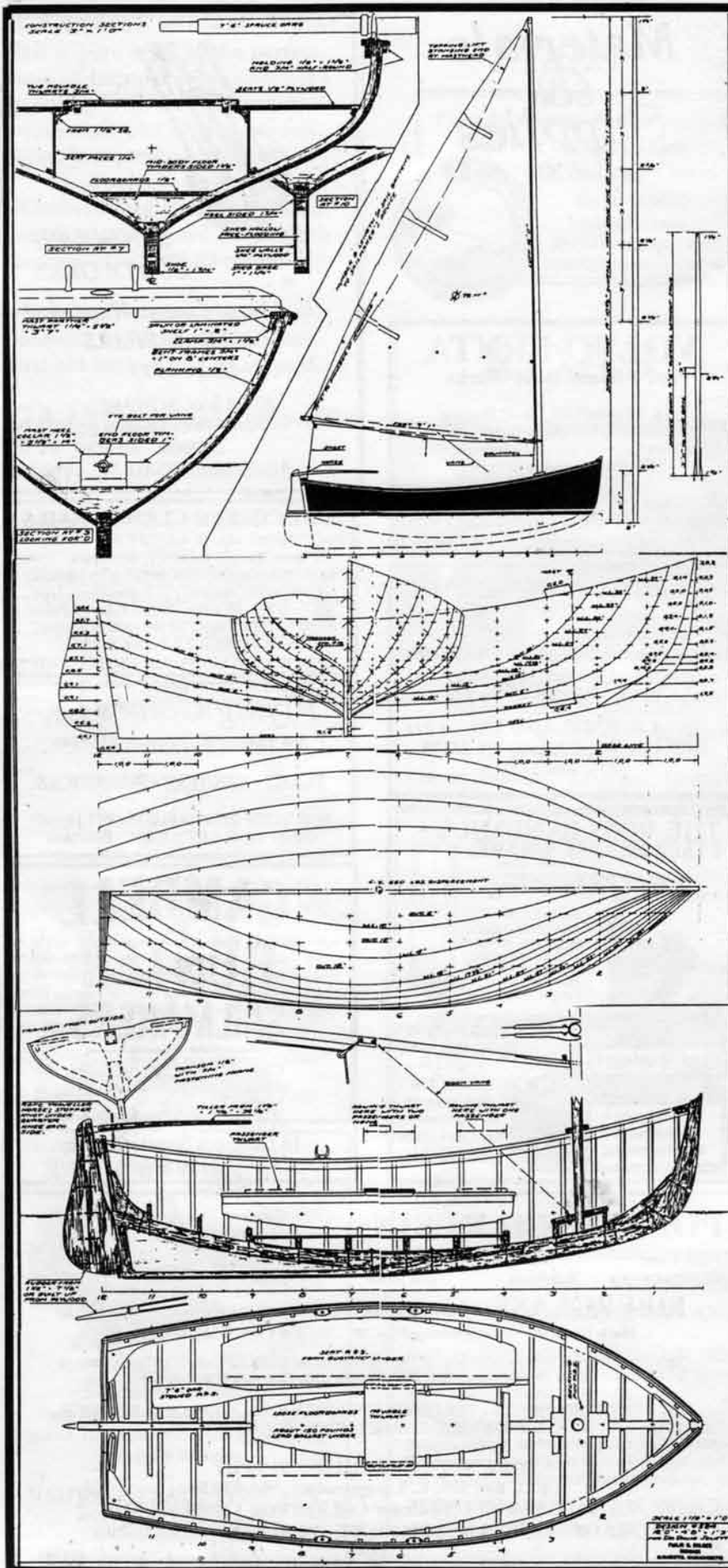
We roughed out this cartoon with the idea of entering *WoodenBoat Magazine's* design competition for a youth trainer, but we couldn't make the time to carry the design through.

We kept the middle of the boat clear for camping, arguing that the youngsters would be more enthusiastic if they could take the boats out overnight. The name Titmouse is taken from one of the "camping out" dinghies in Arthur Ransome's books. (Obviously, adults could do the same.) The boat was to be fit to go through fairly rough water.

We used the now well-proved idea of taking most of the lateral plane function on a big, deep rudder with the centerboard small and well forward out of the way. The mast was kept short, less than 11 feet above the tabernacle pivot. The long curved gaff stows around the curved coaming; it allows plenty of area, in a good aerodynamic shape, without going overboard on height. We aimed at the spritely behavior of the Payson Bobcat, but with a pram bow to allow a little shorter length easier construction.



The design amounts to a yacht version of a Bahama dinghy, with less power and capacity for easier building and handling.

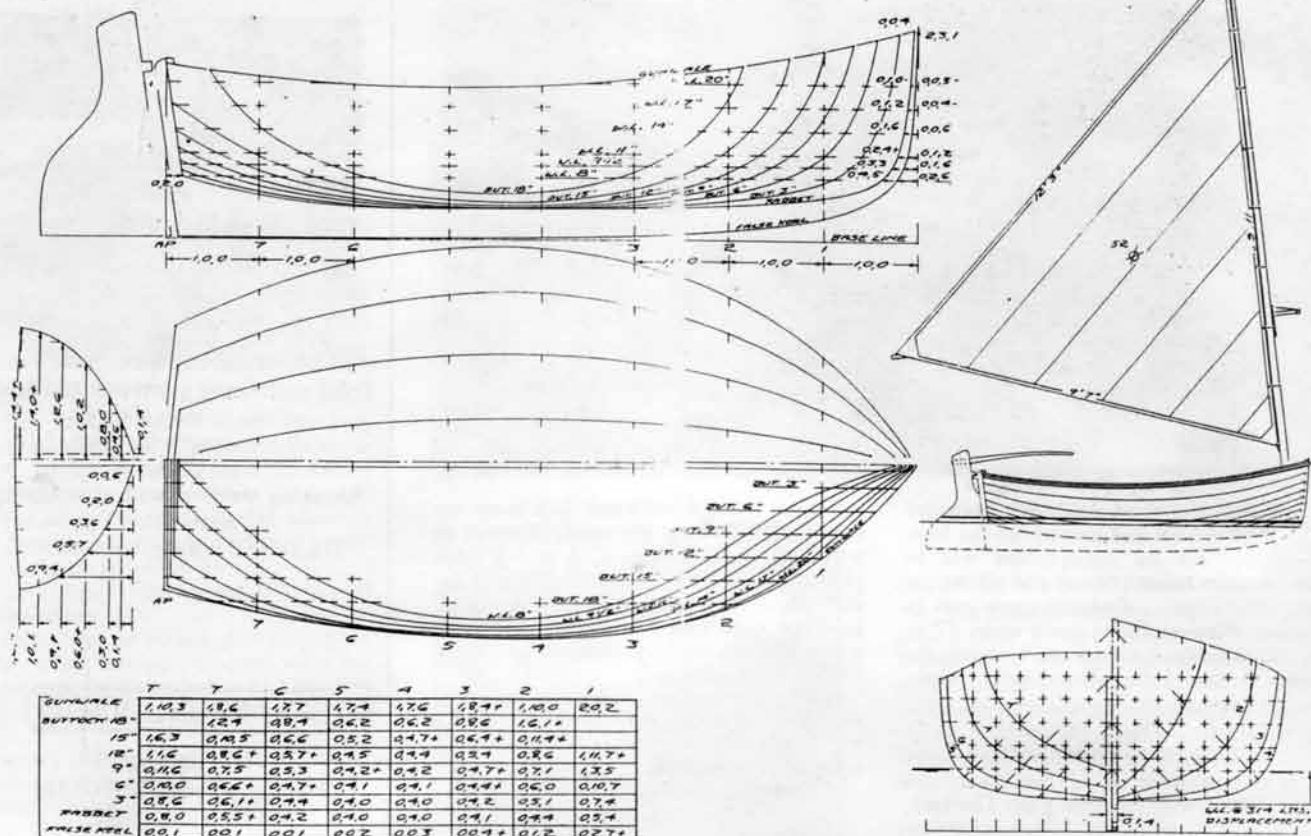




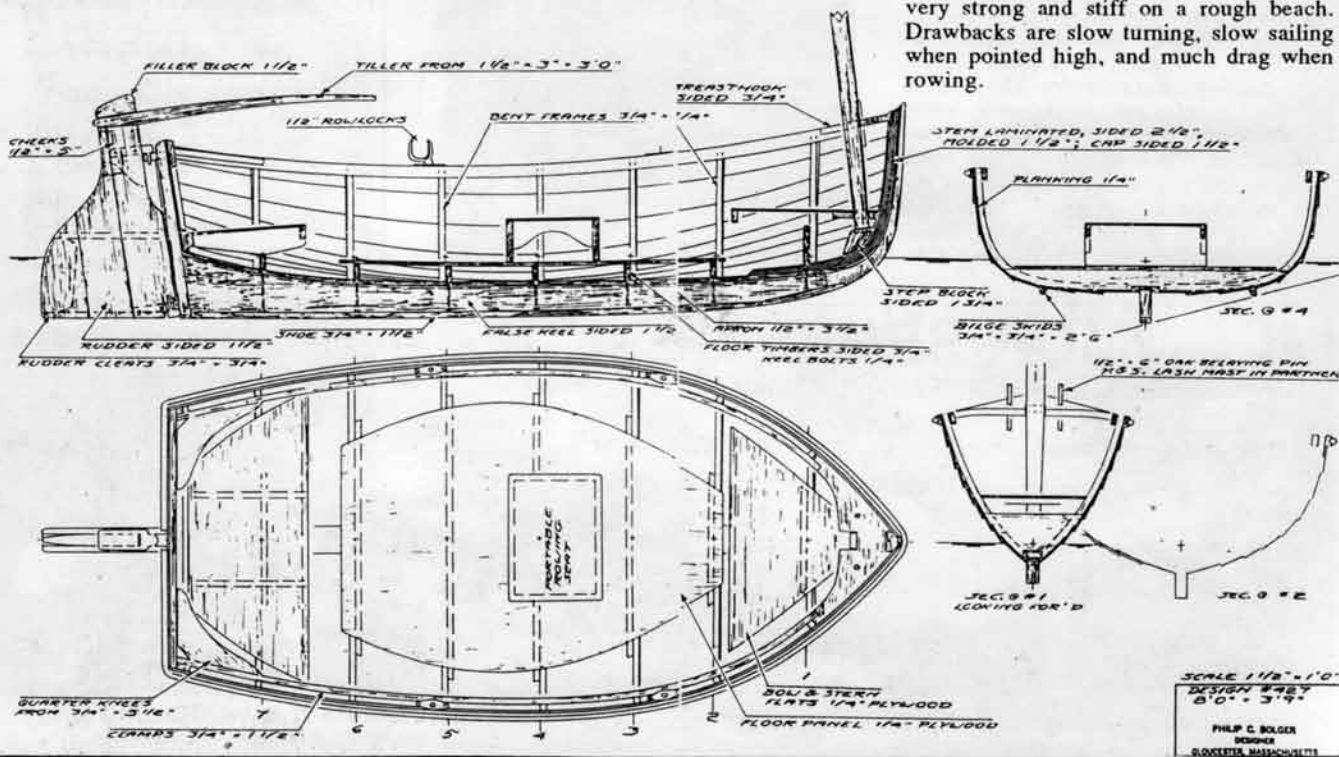
# Bolger on Design

## Keel Sailing Dinghy

8'0" x 3'9"



This yacht tender was designed for a Seattle builder but not built on account of inordinate cost. She was intended to carry three adults without crowding, and keep them dry in a small harbor chop. The long shallow keel allows her to sail to windward drawing 8 inches of water with one person, leaves the inside of the boat clear, and is very strong and stiff on a rough beach. Drawbacks are slow turning, slow sailing when pointed high, and much drag when rowing.



"Clualchunk" is not a sound one wants to hear when operating a boat, vehicle or other mechanical device. My father taught me to listen to the vehicle I was operating and check when it sounded different to see what had changed. One time when I was flying landing and take off ("touch and go") practice, the engine sound changed. I flew the pattern, landed the plane and taxied back to the ramp. After shutting down the engine and all the other post flight activities, I went and found the person who had been my instructor and told him something was wrong.

He had always commented on my concern for the feel of the plane and its noises. After such comments, he went out to look at the plane. We started up the engine, all the instrument lights were green but it sounded wrong to him, also. Further investigation found that the muffler had fallen off (all four bolts were gone).

One time sailing the helm did not "feel right" and the boat kept heading to windward. A careful check of the rigging and steering system found that the kick up rudder blade had sheared off and we would have to rig some sort of emergency steering to get back to shore. Since the direction we wanted to go was downwind, we balanced the main and jib to move the boat in the proper direction. Once we reached the channel we started the outboard motor, dropped the sails and went carefully to the berth.

In the case of my latest "clualchunk," the car's steering Pitman arm connection had sheared at the gearbox because the right ball joint had failed (I thought the vibration was a unbalanced tire to be looked at later) and put a good deal of pressure on the Pitman connection to the steering gear box. Once the pitman connection failed there was no connection between the steering wheel and the front wheels (an interesting moment or two). Happily we were backing out of a parking place very slowly and I was able to get the vehicle back to the spot. I should have listened to vehicle, it was telling me something!

Those who go upon the sea in boats are an inventive and flexible group of people. Three ladies were involved in the Race to Alaska (RAK) on a 24' foiling trimaran. One of the items needed was a way to propel the boat when there was no wind. Just where to put the oar locks and is there some open area between the hull and the outriggers for the oars to work? While the oriental yuloh off the stern might be a solution, if there was room forward to swing the sweep arm, the ladies added a structure to the stern of the tri that gave the person rowing a place to sit, a brace for the feet and oar locks to hold the oars. A picture of the setup can be seen on page 52 of the April issue of *Cruising World*.

One time I had to move the Sisu 26 to our yard at Shell Point to rebuild the steering assembly and did not want the boat in the water while doing the work. The Cadillac hearse would pull the trailer and boat quite nicely, the problem was the tongue weight. Since my two wheel dolly was in storage (where else?), I pumped up the air shocks to give me the ground clearance to get from the launch ramp to the yard. The dolly was left over from long ago towing when it carried the tongue weight of the trailer (a 24' house trailer) and took the load off the tow vehicle (1950 Packard). The dolly had two chains that connected to the trailer tongue, so it could back up the trailer in a limited manner. After a couple of trips from Florida to



## From the Lee Rail

By C. Henry Depew

Ohio and back with the rig, my father gave it up as a bad idea and we stayed in motels on the road and relatives at our destination. The dolly trailer has been in storage ever since. To deal with a tongue weight problem, one of these devices is a good investment.

When I was seriously looking at purchasing a boat, I would contact my boat insurance company about accepted surveyors in the area where the boat was located. There is no reason to have a boat surveyed for purchase if the insurance company will not accept the survey. Also needed is a person who surveys that type of boat (sail, inboard, I/O, outboard, they are all different). I still remember the car insurance adjuster who was sent out to look at my damaged catamaran (fell off the trailer on the road). I had to explain to him that it was one boat with two hulls.

What brought all of the above to mind was an article in the March issue of *Marine News* (pp 38-41) on surveying towing vessels being considered for purchase. The author's list of things to look for are just as relevant for a pleasure hull as a commercial hull:

Hull sound on outside, no cracks, separations, etc. If cracks, how repaired?

Hull sound on inside, structural connections, bulkheads secure, deck supports sound, etc.

Hull, deck and bottom paint condition.  
Propeller(s), mountings, bearings.  
Steering wheel connections condition.

Rudder condition, tube, bearings, seals, the rudder itself.

Through hull fittings condition, shut off works, no seepage around fitting, etc.

There are some additional concerns with commercial towing vessels, but as can be seen from the above list there are number of items that need to be checked. It depends on the vessel and how it is constructed. In addition to the physical condition of the vessel, there is also checking on all the other items.

My father built houses. The last check of the finished structure was to go through and turn on every faucet to check water flow and that the drains worked. Every electrical switch was turned on and off to see if they worked properly (and the device it controlled worked). Every outlet was checked. Every door was opened and shut, etc. The same type of action would be a good idea with a new boat (before purchase). The surveyor is supposed to have checked all that, but it never hurts to do a run through yourself.

In a previous column I mentioned the choice between fixing bad wiring and purchasing a new wiring bundle. I went with the new bundle. The repair shop is now on its sixth bundle, one that did fit. It seems that there was an inventory number error at the distribution center and when the number was put in, the wrong bundle was shipped. The repair shop got on the phone to the distribution center and sent them a couple of photos of the wiring bundle that needed replacement (yea smart phones, I guess). The error was discovered and the proper replacement wiring bundle was sent.



The  
Traditional  
Small Craft  
Association,  
Inc.

PO Box 350,  
Mystic, CT  
06355

[www.tasca.net](http://www.tasca.net)

## Come aboard!

The Traditional Small Craft Association, Inc. (TSCA) works to preserve traditions, skills and lore of small work or pleasure boats developed in the days before internal combustion engines.

Join a growing crew of small boat enthusiasts who paddle, row, pole, or sail some of the finest watercraft ever created.

Contact your nearest TSCA chapter (nearly 30 are listed on our website). Find out how to connect with like-minded souls, or form your own group, and enjoy the thrill of "simply messing about" in boats.

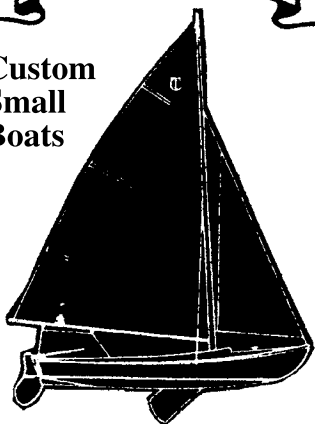
Enjoy our quarterly, *The Ash Breeze*, and stay abreast of boatyard, backyard, and on-the-water activities.

Membership starts at \$20.  
Sign on, today.



**Pert Lowell, Co., Inc.**

## Custom Small Boats



Builders of the famous Town Class sloop in wood or fiberglass as well as other custom traditional wooden boats since 1934.



### Mast Hoops

Mast Hoop Fasteners - Sail Hanks - Parrel Beads - Wood Cleats - Wood Shell Blocks - Deadeyes - Bullseyes - Custom Bronze Hardware

**Pert Lowell Co., Inc.**  
Lanes End, Newbury, MA 01950  
(978) 462-7409

## Builders & Restorers

**C. Stickney Boatbuilders Ltd.**  
15 Wiley's Corner Rd. St. George, ME 04860  
207-372-8543

### Custom Wooden Boat Building & Restoration



10/6" Yacht Tender Elegant

E-mail [woodboats@msn.com](mailto:woodboats@msn.com)

Blog

<http://blackguillemot.wordpress.com/>

**AREY'S POND**

Cape Cod's  
Sailing Headquarters  
& Wooden Boat Center  
\*Established 1951\*

### Proud Builders of Arey's Pond Catboats



14' Cat - 16' Lynx Cabin  
16' Lynx Open - 16' Launch  
18' Daysailer  
20' Cruising Cat  
21' Launch

Traditional Elegance

All boats built to the highest standards.  
Hulls are wood or fiberglass with teak or mahogany trim.  
Solid bronze hardware,  
Sitka spruce spars.

Brokerage Boat Sales  
APBY Sailing School  
Mooring Rentals and Storage

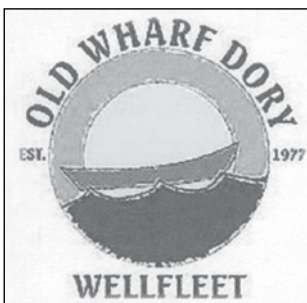
Box 222, S. Orleans, MA 02662  
(508) 255-0994  
[www.areyspondboatyard.com](http://www.areyspondboatyard.com)

### Quality Restoration and Repair



**Southport Island Marine**  
207-633-6009

[www.southportislandmarine.com](http://www.southportislandmarine.com)



### Wooden Boats Built to Order

Row, Power, or Sail - Phil Bolger Designs  
Bare Hulls, Complete Boats  
Lumber Yard Skiff Plans,  
Shoal Draft Our Specialty  
Check Out My Website

**[www.oldwharf.com](http://www.oldwharf.com)**

Or Give Me a Call at (508) 349 2383

**Walter Baron, Boatbuilder**

170 Old Chequessett Neck Rd, Wellfleet, MA 02667

### Quality Restoration and Repair

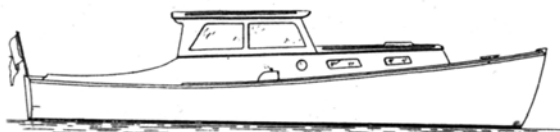


**Southport Island Marine**  
207-633-6009

[www.southportislandmarine.com](http://www.southportislandmarine.com)

## Hadden Boat Company

Wooden Boat Construction & Repair



**Launched September 2012**

**36' Vinnie Cavanaugh Replica**

[www.haddenboat.com](http://www.haddenboat.com)

**11 Tibbets Ln., Georgetown, ME 04548**

**(207) 371-2662**

## ARCH DAVIS DESIGN



Call or e mail

Arch Davis at 207 930 9873

[archdavis@myfairpoint.net](mailto:archdavis@myfairpoint.net)

37 Doak Rd. Belfast, ME 04915

[www.archdavisdesigns.com](http://www.archdavisdesigns.com)

*Penobscot 13, sailing  
and rowing skiff,  
little sister to the  
well known  
Penobscot 14.  
Glued lapstrake  
construction.  
12'9"x4'3".  
120pounds.  
Rowing version  
\$4,450.00.  
Sailing rigs available.*

607-286-7099  
SHOP  
TOM KRIEG'S  
BOAT SHOP  
607-643-8492  
CELL  
PO BOX 1007  
COOPERSTOWN, NEW YORK 13326

**Hansen & Company**  
Builders of Practical & Impractical  
Boats  
Gloucester Gull Dories & Other Small Boats  
www.hansenandcompany.blogspot.com  
Dennis Hansen 207-594-8073  
P.O. Box 122 dgehanen@myfairpoint.net  
Spruce Head, ME 04859

**YOUR AD HERE**  
**\$6 / ISSUE**  
maib.office@gmail.com

*It's Not Just Art, It's a Craft!*  
Unique Wood-Strip  
Performance, Sea Kayaks  
**Kits, Plans &  
Finished Boats**  
Send \$3 for a catalog to:  
Nick Schade  
Guillemot Kayaks  
54 South Rd.  
Groton, CT 06340-4624  
ph: 860-659-8847  
<http://www.KayakPlans.com/m>

**Plans & Kits**  
**GEODESIC** Designs by Platt Monfort  
**STUDY PLANS BOOK \$4.95**  
**INSTRUCTIONAL VIDEO \$19.95**  
**NOW ON DVD ALSO**  
Monfort Associates  
50 Haskell Rd. MA, Westport, ME 04578  
(207) 882-5504  
<gaboats.com>

**SEAWORTHY  
SMALL SHIPS**  
**WOODEN POND MODEL KITS**  
**SKIPJACK COASTER**  
**DRACKETAIL**  
**MODELS THAT REALLY SAIL**  
Rubber Band & Sail Powered Kits  
Pre-Shaped & Drilled Parts  
Brass, Copper & Stainless Hardware  
Great Fun in Pool, Pond, or Sea • Order Yours Today  
Order #800-533-9030 (U.S.) VISA/MC accepted  
Other Kits & Plans Available, catalog \$1.00  
**SEAWORTHY SMALL SHIPS**  
Dept. M, PO Box 2863  
Prince Frederick, MD 20678, USA  
Visit our Home Page at  
<http://www.seaworthysmallships.com>

**SK** **READERS  
CHOICE**  
**Sea Kayaker**  
**2014**  
**WOODEN KAYAK**  
**PYGMY  
BOATS INC**  
**VOTED BEST  
WOODEN KAYAK**  
**2 NEW KAYAKS!**  
Call for a **FREE** Catalog: 360-385-6143 | [www.pygmyboats.com](http://www.pygmyboats.com)

**BUFFLEHEAD**  
15.5'x33" plans  
for experienced builders  
**HUGH HORTON  
SMALL BOATS**  
SOLID COMFORT BOATS  
8471 SW CR 347  
Cedar Key, FL 32625  
huhorton@gmail.com  
21st century cruising sailing canoe for savvy sailors  
Photo by Bill Ling

**Jordan Wood Boats**  
P.O. Box 194, South Beach, OR 97366  
[www.jordanwoodboats.com](http://www.jordanwoodboats.com)  
\*\*\*\*\*  
**Distinctive Boat Designs**  
Meticulously Developed and Drawn  
For the Amateur Builder  
**CRADLE BOAT  
BABY TENDER**  
**BEACH CRUISER  
FOOTLOOSE**

**SIMMONS  
SEA-SKIFF**  
**BOAT BUILDING PLANS**  
**CLASSICS OF THE NORTH CAROLINA COAST**  
★ 18-, 20-, & 22-foot plans available  
★ Outstandingly light, seaworthy vessels  
★ Plans with detailed instructions, no lofting  
**ORDER ONLINE**  
[www.capefearmuseum.com/simmons](http://www.capefearmuseum.com/simmons)  
**cape fear  
museum**  
814 Market St.  
Wilmington  
North Carolina  
910.798.4364

**Robb White & Sons**  
**Sport Boat**  
Handy, pretty, proven 16'x43" strip  
planked skiff will plane two adults with  
4hp. Full size mold patterns, complete  
instructions. \$75 Photos & specs at  
[www.robbwhite.com](http://www.robbwhite.com).  
**Robb White & Sons**  
P.O. Box 561, Thomasville, GA 31799



# TOTO



13' x 30" DOUBLE PADDLE CANOE  
TAPED SEAM PLYWOOD  
NO JIGS - NO LOFTING  
\$15 PLANS  
\$1 INFO ON 18 BOATS  
**JIM MICHALAK**  
118 E. Randall, Lebanon, IL 62254

## Gentry Custom Boats Plans and Kits



**Unique, Ultralight, Inexpensive  
and Easy to Build Sailboats,  
Rowboats, Kayaks, Canoes  
and more.**

**GentryCustomBoats.com**



## SWIFTY 12



A light-weight, sturdy wooden beauty anyone can build from our pre-assembled kit. Price, including sail, \$1175. Catalog of 13 kit designs handcrafted in Vermont, \$5. Demonstration video, \$23, VHS or DVD.

### SHELL BOATS

561 Polly Hubbard Rd., St. Albans, VT 05478  
(802) 524-9645  
www.shellboats

## WESTON FARMER BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

**WESTON FARMER ASSOCIATES**  
7034-D Hwy. 291, Tum Tum, WA 99034



## ATKIN

Atkin illustrated catalog. Containing more than 300 Atkin designs and new text. Famed Atkin double-enders, traditional offshore and coastal cruising yachts, rowing/sailing dinghies, utilities and houseboats. \$20.00 U.S. and Canada (post paid) and \$25.00 U.S. overseas airmail. Payment: U.S. dollars payable through a U.S. bank.

### ATKIN BOAT PLANS

P.O. Box 3005M, Noroton, CT 06820  
apatkin@aol.com  
www.atkinboatplans.com

## H.H. PAYSON AND COMPANY



**Plans • Patterns • Articles • Books  
Instant Boat Series • Downeast Dorries • Model Building**

Visit our website @ [www.instantboats.com](http://www.instantboats.com)  
Call, write or email for information or help with your project.

**H.H. Payson & Company**  
PO Box 122  
Spruce Head, ME 04859

Going forward in the spirit and tradition of Dynamite Payson.  
Just Do It!

Dennis Hansen Boatbuilder

207-594-7587

## CONRAD NATZIO BOATBUILDER



*A range of small  
craft plans for  
very easy home  
building in  
plywood*

**For details, visit the website:**  
<http://conradnatzio.firetrench.com>

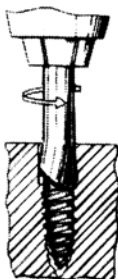
**or contact:**  
**CONRAD NATZIO BOATBUILDER**

**15 Lanyard PI**  
**Woodbridge, Suffolk**  
**IP12 1FE**  
**United Kingdom**  
**Tel +44 1394 383491**  
[c.natzio@btinternet.com](mailto:c.natzio@btinternet.com)



## UNSCREW-UMS™ broken-screw extractors

Remove damaged fastenings. Minimal damage to wood. Hollow tool uses stub as guide. Sizes to remove screws from No. 2 to No. 24, lags, nails, and drifts.



### T&L TOOLS

24 Vinegar Hill Rd., Gales Ferry, CT 06335  
Phone: 860-464-9485 • Fax: 860-464-9709  
unscrew-ums@tltools.com  
**www.tltools.com**

## Supplies

### Atlantic White Cedar

Custom cut to your specifications from our own logs which we bring up from Florida. Lengths up to 24'.

Cypress and other species available upon request.

### Woodcraft Productions Ltd.

P.O. Box 17307  
Smithfield, RI 02917-0704  
Tel (401) 232-2372 • Fax (401) 232-1029



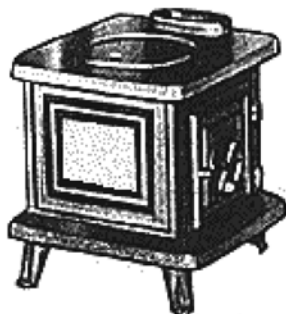
### Sail for a Canoe

Excellent quality and design  
**\$329.00 plus shipping**  
National Sailing Committee  
American Canoe Association  
**http://canusail.org**

Free rig plans  
Newsletter: *Canoe Sailor* \$ 6  
E-mail: canusailor@yahoo.com

Pay to: C. Sutherland  
Send to:  
Chuck Sutherland  
2210 Finland Rd.  
Green Lane, PA 18054

## TRADITIONAL MARINE STOVES



CAST IRON  
PORCELAIN ENAMELED  
WOOD BURNING  
HEATING & COOKING  
COMPACT

### NAVIGATOR STOVES

409 Double Hill Rd.  
East Sound, WA 98245  
(360) 376-5161

## YOUR AD HERE \$30 / ISSUE

maib.office@gmail.com

### GAMBELL & HUNTER SAILMAKERS



16 Limerock St., Camden, ME 04843  
(207) 236-3561  
www.gambellandhunter.net

### ATLANTIC WHITE CEDAR

Boat grade rough sawn flitches in stock.  
Most are 16' long 4/4 to 8/4 thick.  
New supply ready to ship.  
Call or write for info.

### J.D. ENGLAND CO.

1780 Remlik Dr., Urbanna, VA 23175  
(804) 758-2721

## DUCKWORKS BOAT BUILDERS SUPPLY



- plans
- hardware
- custom sails
- epoxy/supplies
- sailmaking supplies
- tools and MORE

low prices, fast service

**www.duckworksbbbs.com**



## MERTON'S FIBERGLASS AND MARINE SUPPLY

- Complete hand lay-up fiberglass supplies for light & heavy fiberglass or wood boat repair & construction
- Polyester, Epoxy, Vinylester Marine Grade Resins
- Marine Topside Enamels & Antifouling Bottom Paint
- Silicon Bronze & Stainless Steel Fasteners

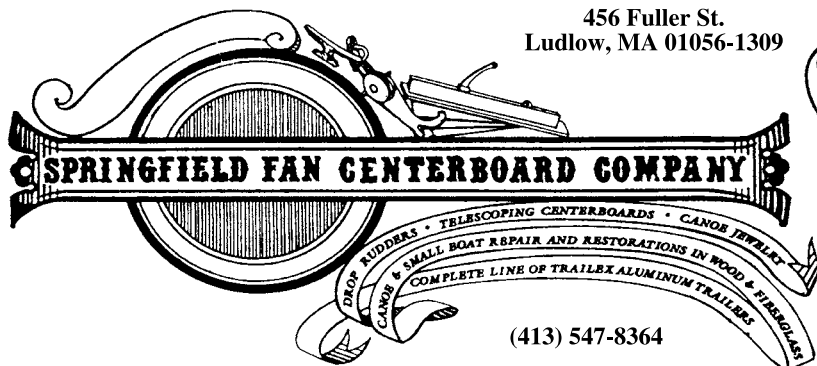
### Quality Brand Name Products

*Competitive Pricing*  
All items in stock for immediate shipment

Online catalog  
**www.mertons.com**  
call 800-333-0314  
P.O. Box 399  
East Longmeadow,  
MA 01028

*Supplying Quality Products  
To Boat Owners,  
Hull Finishers & Boatyards  
for over 20 years.*

**800-333-0314**



456 Fuller St.  
Ludlow, MA 01056-1309

(413) 547-8364

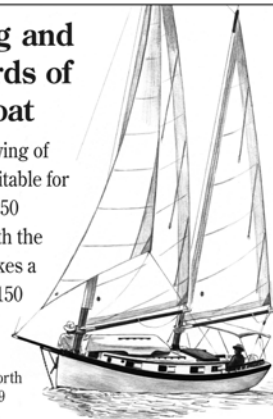
**YOUR AD HERE**  
**\$12/Issue**

**maib.office@gmail.com**

## Drawing and Notecards of Your Boat

A pencil drawing of your boat, suitable for framing, and 50 notecards with the drawing. Makes a great gift! - \$150

Scott Baldwin  
Box 884 Killingworth  
Connecticut 06419



See web page: [www.baldwinstudio.us](http://www.baldwinstudio.us)



## RAKA EPOXY & FIBERGLASS

We have several types of epoxy resins with different mix ratios for coating, gluing, and composite construction. Our large fiberglass inventory includes many weights of standard woven materials as well as a good selection of biaxials and triaxials. Carbon and kevlar fabrics are also available. We offer the lowest prices and same day UPS shipping. Our normal store hours are from 9am to 5pm Monday to Friday. Write or call us or see our internet site for complete info and prices.

### RAKA Marine

3490 Oleander Ave., Ft. Pierce, FL 34982-6571  
Ph. (772) 489-4070 — Fax (772) 461-2070  
[www.raka.com](http://www.raka.com)



Small Craft  
Sails  
by  
**Sew Tec**

Any Sail, Traditional to High Tech,  
to 100 sq. ft.

Re-cuts, Repairs & Custom Canvas Work  
In business since 1990 - [sewtec.us](http://sewtec.us)  
[sewtec@hughes.net](mailto:sewtec@hughes.net) - 850-773-7929

## Traditional Small-Craft Sails

[www.dabblersails.com](http://www.dabblersails.com)

[dabblersails@gmail.com](mailto:dabblersails@gmail.com)

Ph/fax 804-580-8723

PO Box 235

Wicomico Church, VA 22579

**Stuart K. Hopkins, Sole Prop**



# CLASSIFIED MARKETPLACE

## BOATS FOR SALE



**32' Chris Craft Cherokee Sloop**, rare classic Sparkman&Stephens design, only 40 made. Fin keel, 5' draft, sloop rig, 6'+ headroom, approx. 9,000lbs displacement. *Titania* built in 1968 and has always sailed on freshwater. She's a great cruiser for a couple, responsive well balanced lots of fun to sail. I taught sailing & did day trips w/her for 20 yrs. She's easy to single hand w/tiller steering & comfortable cockpit. Decent main, useable jibs, Atomic Four rebuild w/low hours. Other gear incl inverter, high output alternator, new compasses, ground tackle, dock lines, fenders, steel cradle etc. Ready to sail, located on Lake Ontario near Oswego NY. Priced to sell at \$7,500. SUSAN GATELY, Wollcott, NY, (315) 594-1906, susan@silverwaters.com (7)



**28' Gaff Schooner Omoo**, Launched '13. Strip planked, double ended w/outboard rudder, wheel steering, 9.9hp Johnson in motor well, twin inline daggerboards, new sails. *Omoo* is an enlarged version of L. Francis Herreshoff's "Carpenter" design. This is a very attractive vessel that gets favorable comment wherever it sails. See Craigslist: Maine Herreshoff. Asking \$4,900. VALMAR THOMPSON, Edgcomb, ME, (207) 8827637. (7)



**10' Wherry Yawl**, w/9' oars designed by Pete Culler. Incl sail. Gd cond. \$3,500. JAY BLAKE, E. Kingston, NH, (603) 772-4154. (7)

## CLASSIFIED ADVERTISING INFORMATION

Classified ads are FREE TO SUBSCRIBERS for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at 25¢ per word per issue. To assure accuracy, please type or print your ad copy clearly.

Mail to Boats, 29 Burley St, Wenham, MA 01984, or e-mail to [maib.office@gmail.com](mailto:maib.office@gmail.com). No telephone ads please.



**16' Stevenson's Weekender**, traditional rig w/ roadworthy trlr; both are registered. Plywood encapsulated in epoxy & glass cloth. No rot. Brand new never used sail from Dabbler Sail. Water ready. Mast steps & rigs easily by one. Asking \$1,150. **Nutshell Pram**, large version, 9.5', marine ply, water ready, set up for sailing w/new sail. Asking \$875. **Nutshell Pram**, small version, 7.5' vgc, set up for rowing w/oars. Asking \$725. Offers encouraged. Email for photos and details. GREG GRUNDTISCH, Lancaster, NY (nr Buffalo), [grundyswoodworks@roadrunner.com](mailto:grundyswoodworks@roadrunner.com). (7)



**Fujita Folding Kayak**, PE 1-430 Trek Ex 14'10"x26.5", cap 320lbs, packed w/paddle 48.5lbs. Incl Werner 4pc Camano paddle, 220cm R.60° nylon spray skirt, foot pump, watershed deck bag, repair materials, instruction & VCR video. Purchased 11/03 \$2,800, like new cond. Asking \$1,400. **16' Shearwater Double Ended Pulling Boat**, designed by Joel White, plan from *Wooden Boat*. 9mm Lloyds Reg. Okoume ply construction, teak details. 8' Tendercraft oars & locks, carry cart, launched 10/9. Exc cond. Asking \$1,000. **Puddle Duck Racer**, Edge 627. PDRacer.com. Polysail International leg o' mutton sail. Leeboard & rudder, beach cart, launched 6/12. Exc cond. Asking \$300. ROB ECKER, Sheboygan, WI, (920) 698-0784, [robecker@charter.net](mailto:robecker@charter.net) (7)

**Passagemaker Dinghy**, 11'9", (Chesapeake Light Craft). Stitch & glue okoume w/West Epoxy construction. Interior varnish, white Brightside exterior paint. Vy gd to exc cond, stored indoors except for summer. Rigged for sailing w/tilt up rudder & tiller, dagger board & mast thwart but sold w/o spars or sail. Extensive built-in flotation, oar locks, motor mount, home made boat dolly & custom fitted cover. Photos available from seller & information at CLC website. No road trlr but delivery available within southern New England. Asking \$1,750.

LARRY HAFF, Westborough MA (508) 981-1302, [Larryhaff@aol.com](mailto:Larryhaff@aol.com). (7)

**Klepper Aerius 20 Classic 2-seat Folding Kayak**, in original bags. Needs nothing, seaworthy '70s boat. All original equipment, 4 paddles, seats, rudder, grt cond. \$1900. BILL MOULTON, Plainfield, VT, (802) 595-0859, [vtboatbill@gmail.com](mailto:vtboatbill@gmail.com) (7)

**Lyman 18' Inboard Runabout**, built in '56, in gd cond. Zenith carb, starter motor, generator & distributor had been rebuilt since I purchased the boat in '07. Mooring cover & new canvas top incl. Located in Greenville, ME on a marina-only trlr. Price \$7,000, but will consider offers. Inquire for additional information & pictures. JOHN LIMMER, [jlimmer@newarka.edu](mailto:jlimmer@newarka.edu) (6)



**For Sale at Stevens Canoe Works**, three canoes: **Ca 1920 Kingsbury Courting Canoe**, the real thing, a Charles River Courting Canoe made in Weston, MA by Alden Kingsbury. The 48" decks and all the other trim are of Honduran mahogany with 7 coats of Captain's varnish. The exterior is finished in Epifanes deep red enamel w/a gold pinstripe along the side. Restored here in 2013. It has been in the water a few times and it paddles as good as it looks. This is the perfect canoe to take your favorite lady out in for a romantic day on the Charles River. Available for \$5,500. **1960s Chestnut Pal**, just in time for the 2018 Assembly where the featured canoes will be Chestnut. The Pal is the 16' Pleasure model that appeared in the Chestnut catalog starting in the 1950s and was very popular until they closed up shop in 1979. This newer Pal is off the enlarged form and is a little wider and deeper than the earlier Pals, making for a very steady canoe. Restored here in 2015 and has not been in the water since. A great canoe for day trips or for multi day expeditions. It is finished in Interlux Fire Red, guaranteed to stand out in any gathering. This Pal is available for \$2,100. Everyone needs a good Pal. **2015 Stevens Sweet Sixteen**, brand new, fresh out of the box, this sixteen footer is ready for a lifetime of adventure. The Sweet Sixteen canoe is made from lines taken off a Peterborough model 44 all wood canoe and is a joy to paddle. It is 31" wide w/a little rocker, perfect for maneuvering narrow streams as well as a trip around the pond. Equipped with a shoe keel & finished in Epifanes deep red w/a gold pin stripe. This canoe has never been in the water, available at \$3,500.

STEVE LAPEY, Groveland MA, (978) 374-1104 for details & pictures. [stvelapey@comcast.net](mailto:stvelapey@comcast.net) (6)



**Classic Boat, Motor & Trailer: '56 Penn Yan Dynamold 14**, well maintained & stored indoors, w/restored original Montgomery Ward trlr & '56 Johnson Seahorse 7-1/2hp o/b. Dry boat; bottom sheathed in Dynel & epoxy. Ready for use or show. \$1,600 firm. Also for sale, '86 Johnson 15hp o/b \$200. Both motors come w/tanks & ran when last stored but probably need attention. B. BIDWELL, Narrowsburg, NY, (845) 252-6853. (6)

**Perfect Tender**, new, elegant, strong, 10' length, 4' beam, fg resin-infused hull, finished (white out, gray in) oak rails, Davis oarlocks. Seats 3, perfect to transport supplies @ personnel. Located in Belfast, ME, delivery available. \$2,000 firm. LORA, Belfast Boat Boatworks, Belfast, ME, (207) 323-1962 (6P)

**Hobie Cat 16**, in gd shape for sailing or as gd parts source for another project. \$625 delivered within 100 miles or save \$100 and pick it up yourself. HAL ZIEGLER, New Milford, CT, (860) 354-0064. (6)



**18' Bolger Work Skiff**, 9.9 Evinrude motor & '10 Karavan trlr. Built from marine grade fir plywood & glued w/WEST epoxy, sheathed floor & sides w/epoxy & glass. Running lights, gas tank. Stable fishing & dive boat. Flotation fore & aft. This is part of a fleet reduction. Boat title & trlr registration in hand. \$4,000 obo.

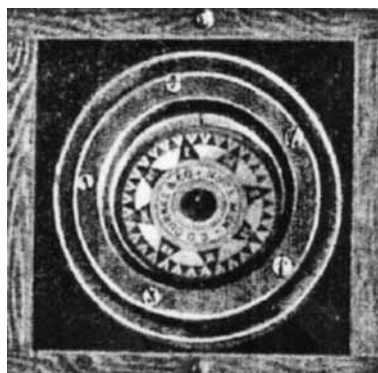
DAVID JOST, Ashland, MA, (508) 930-7198, [dn-jost@gmail.com](mailto:dn-jost@gmail.com) (6)



**16' Adirondack Guide Boat**, epoxy over cedar, professionally kit built. Purple heart trim & gunwales. Custom sweeps & cover. Never seen water. \$3,200. **Bahama Sandpiper**, Chuck Paine design hull & deck kit. Finished hull, deck in place, centerboard, rudder parts, sliding hatch, all fg parts, some lead ballast in place, so-so trlr, misc parts. \$650. **13' 1910 Design New Kit-Built Kayak**, okoume plywood epoxied. Beautiful boat. \$600. ALAN BOYES, Boothbay, ME, (207) 633-5341, [alan@winterisland.com](mailto:alan@winterisland.com) (6)

**17' 1961 Hi-Liner**, mahogany ply runabout. Early '90's vintage 60hp Mercury on tilt trlr. Vy gd to exc cond. \$3,500

BOB PORTER, Ipswich, MA, (978) 430-8232. (6)



**Asryda**, a custom open model Swifty 15 (<http://www.shellboats.com/sboats.html#anchor> Swifty 15) built by Fred Shell in '06. Cabin was removed & daggerboard added. Health issues have prevented me from sailing for two years, and won't improve. Keeping her in the driveway gets depressing. Includes 2.5 Suzuki, which was purchased in 2013, but is virtually unused. Load Rite trlr w/ tongue jack & spare tire. Folding boarding ladder mounted on transom can be released from in the water. Anchor and some other odds and ends. Nice boat. Sails to windward on its own. It does not make me happy to sell her, but my thumbs do not like playing with rope. Asking \$3,500 Will accept reasonable offer.

JOHN S. SMITH Hamilton (near Trenton), NJ, (609) 5811626, [jdantonsmith@outlook.com](mailto:jdantonsmith@outlook.com) (6)

## GEAR FOR SALE

**Atomic 4 Engine**, complete, suitable for rebuilding. \$500.

LARRY DOW, York, ME, (207) 752-6345, [sailsE32@aol.com](mailto:sailsE32@aol.com) (6)

**There is nothing— absolutely nothing—**

**half so much worth doing**



**as simply messing about in boats.**

**Famous Quotation & Illustration from The Wind in the Willows**

Join us in expressing Ratty's sentiment to the world. Tee Shirts, Long Sleeve Tees, Sweatshirts, and Tote Bags. Order on-line or by mail. Visit [www.messingabout.com](http://www.messingabout.com) for more info or to print an order form.

THE DESIGN WORKS, 9101 Eton Rd, Silver Spring, MD 20901 (301) 589-9391 (voice mail only)

## BOOKS & PLANS FOR SALE

**IMAGINE THE PRIDE YOU'LL FEEL** on the water in a boat built with your own two hands. Send \$9.95 for Book of Boat Designs describing 300 boats you can build.

GLEN-L, 9152 Rosecrans Ave, Bellflower, CA 90706, (888) 700-5007, [www.Glen-L.com/MA](http://www.Glen-L.com/MA) (online catalog)

# Shiver Me Timbers *By: Robert L. Summers*

## Bluster and Braggadocio



# messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

**POSTMASTER: CHANGE SERVICE REQUESTED**

**617**

**PRSRT STD  
US POSTAGE PAID**

**PERMIT**



Free Catalog & DVD

[www.adirondack-guide-boat.com](http://www.adirondack-guide-boat.com)  
[guideboat@together.net](mailto:guideboat@together.net)

(802) 425-3926

6821 Rt 7, N Ferrisburgh VT 05473

This is David writing. Justin and Ian Martin now own the company. Doing wonderfully well, I might add. After leaving the company there were several functions I still performed. Now there is only this. Every month, at about the 20th, I'd drop them a note saying, "Got anything?" Almost invariably Justin would write back, "Nope." And I'd figure something out.

This time Justin wrote, "I just sent an email out, saying I was expecting a son the 8th of June and we had the best click through ever. Maybe you could do something with that?"

Maybe I can. Justin and Ian's children had a profound influence on the company. Mostly in the form of their wives saying, "You are NOT going to run around the country selling boats like those 2 idiots." We did perhaps 50 shows a year. Seattle, Dallas, Miami. And 47 others. With all the booth fees, burned transmissions, motors, thirsty vehicles and motel fees that THAT implies. Justin and Ian's kids put an end to all that. (Or, more accurately, their wives put an end to all that.) Sales have not been harmed and the company became more profitable. Justin writes, "June 8th is the due date but, like his sister Sadie (she's 5) he's breech so he may come a week earlier if they have to do a C-section. Sadie kisses Erin's belly every night and talks to him. She says "I have to talk to him.....he's lonely in there all by himself." "

